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## Title 5—Administrative Personnel

## CHAPTER I—CIVIL SERVICE COMMISSION

## PART 213—EXCEPTED SERVICE

### Department of Defense

Section 213.3306 is amended to show that one position of Staff Assistant to the Special Assistant to the Secretary and Deputy Secretary of Defense is excepted under Schedule C.

Effective on July 10, 1975, § 213.3306 (a)(34) is added as set out below:

**§ 213.3306 Department of Defense.**

(a) *Office of the Secretary.* * * *

(34) One Staff Assistant to the Special Assistant to the Secretary and Deputy Secretary of Defense.

(5 U.S.C. 3301, 3302; EO 10577, 3 CFR 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75–17927 Filed 7–9–75;8:45 am]

## PART 213—EXCEPTED SERVICE

### Renegotiation Board

Section 213.3355 is amended to show that one position of Secretary (Stenography) to Renegotiation Board Member is reestablished under Schedule C.

Effective on July 10, 1975, § 213.3355 (c) is revised as set out below:

**§ 213.3355 The Renegotiation Board.**

* * * * *

(c) One Secretary to each of three Board Members.

(5 U.S.C. secs. 3301, 3302; EO 10577, 3 CFR 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75–17929 Filed 7–9–75;8:45 am]

## PART 213—EXCEPTED SERVICE

### Equal Employment Opportunity Commission

Section 213.3377 is amended to show that one position of Public Information Officer is excepted under Schedule C.

Effective on July 10, 1975, § 213.3377(e) is revised as set out below:

**§ 213.3377 Equal Employment Opportunity Commission.**

* * * * *

(e) One Public Information Officer.

(5 U.S.C. secs. 3301, 3302; EO 10577, 3 CFR 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75–17928 Filed 7–9–75;8:45 am]

## PART 213—EXCEPTED SERVICE

### Commodity Futures Trading Commission

Section 213.3379 is amended to show that four positions of Secretary to a Commissioner are excepted under Schedule C.

Effective on July 10, 1975, § 213.3379 (h) is added as set out below:

**§ 213.3379 Commodity Futures Trading Commission.**

* * * * *

(h) One Secretary to each of four Commissioners.

(5 U.S.C. 3301, 3302; EO 10577, 3 CFR 1954–58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75–17926 Filed 7–9–75;8:45 am]

## PART 213—EXCEPTED SERVICE

### Regional Commissions, Public Works and Economic Development Act of 1965

Section 213.3386 is amended to show that one Private Secretary to the Federal Cochairman, Old West Regional Commission is reestablished under Schedule C.

Effective on July 10, 1975, § 213.3386 (c) is revised as set out below:

**§ 213.3386 Regional Commissions, Public Works and Economic Development Act of 1965.**

* * * * *

(c) One Private Secretary to the Federal Cochairman of each Regional Commission established under the Public Works and Economic Development Act of 1965.

(5 U.S.C. secs. 3301, 3302; EO 10577, 3 CFR 1954–58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant, to the Commissioners.*

[FR Doc.75–17930 Filed 7–9–75;8:45 am]

## Title 7—Agriculture

## CHAPTER VII—AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE (AGRICULTURAL ADJUSTMENT), DEPARTMENT OF AGRICULTURE

### SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 1]

## PART 760—INDEMNITY PAYMENT PROGRAMS

### Subpart—Beekeeper Indemnity Payment Program (1974–1977)

On April 28, 1975, a notice of proposed rulemaking regarding amendments to the beekeeper indemnity payment program regulations was published in the FEDERAL REGISTER (40 FR 18450).

Interested persons were given until May 30, 1975, to submit written comments, suggestions, or objections regarding the proposed amendments. Comments received from the notice of proposed rulemaking were primarily from queen breeders in the Southeastern United States. Comments received were generally critical of the proposal not to make payments on queen nuclei destroyed between July 1 and December 31 each year. The proposal to change the date after which a change in the degree of loss of bees will not be recognized received fewer comments. The total number of comments received were very small in relation to the number of participants in the program.

Persons who responded indicated that some queen breeders maintain a number of queen nuclei as late as October each year, and that losses may occur as late as November. However, all agreed that the main shipping season occurs during the period March through June. Also, in the past, it has been a common practice to discount the price of queens after June 1 each year. It is the Department's position that the number of queen nuclei being destroyed after July 1 and for which indemnity payments are being made is out of proportion to the actual sale or potential market for queens after July 1.

After consideration of all such relevant matter as was presented by interested persons, Part 760, section 105(d) is revised to read as follows:

**§ 760.105 Proving loss of bees.**

* * * * *

(d) No change in the degree of loss of bees which occurs after October 1 each year will be recognized and no payment will be made for any loss of queen nuclei which occurs between August 15 and December 31 each year.

(84 Stat. 1382, 67 Stat. 237 (7 U.S.C. 185b note))

Effective date: July 15, 1975.

Signed at Washington, D.C., on July 2, 1975.

KENNETH E. FRICK,
*Administrator, Agricultural Stabilization and Conservation Service.*

[FR Doc.75-17966 Filed 7-9-75;8:45 am]

## CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Valencia Orange Reg. 506]

## PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

### Limitation of Handling

This regulation fixes the quantity of California-Arizona Valencia oranges that may be shipped to fresh market during the weekly regulation period July 11-17, 1975. It is issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 908. The quantity of Valencia oranges so fixed was arrived at after consideration of the total available supply of Valencia oranges, the quantity of Valencia oranges currently available for market, the fresh market demand for Valencia oranges, Valencia orange prices, and the relationship of season average returns to the parity price for Valencia oranges.

§ 908.806 Valencia Orange Regulation 506.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for this regulation to limit the respective quantities of Valencia oranges that may be marketed from District 1, District 2, and District 3 during the ensuing week stems from the production and marketing situation confronting the Valencia orange industry.

(i) The committee has submitted its recommendation with respect to the quantities of Valencia oranges that should be marketed during the next succeeding week. Such recommendation, designed to provide equity of marketing opportunity to handlers in all districts, resulted from consideration of the factors enumerated in the order. The committee further reports that the fresh market demand for Valencia oranges is slower as buyer interest centers largely on soft fruits and melons. Prices f.o.b. averaged $3.67 per carton on a reported sales volume of 856,000 cartons last week, compared with an average f.o.b. price of $3.82 per carton and sales of 975,000 cartons a week earlier. Track and rolling supplies at 390 cars were down 95 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the respective quantities of Valencia oranges which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this regulation, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this regulation will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on July 8, 1975.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period July 11, 1975, through July 17, 1975, are hereby fixed as follows:

(i) District 1: 228,000 cartons;

(ii) District 2: 422,000 cartons;

(iii) District 3: Unlimited movement."

(2) As used in this section, "handled", "District 1", "District 2", "District 3", and "carton" have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: July 9, 1975.

CHARLES R. BRADER,
*Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.*

[FR Doc.75-18134 Filed 7-9-775;11:54 am]

[Avocado Reg. 17, Amdt. 3]

## PART 915—AVOCADOS GROWN IN SOUTH FLORIDA

### Maturity Requirements

This amendment revises the maturity requirements for the Nadir variety of avocados. Weights or diameters and picking dates are indices used at harvest to assure that avocados are mature and will ripen satisfactorily after picking.

*Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 915, as amended (7 CFR Part 915), regulating the handling of avocados grown in South Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation of the Avocado Administrative Committee, established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the maturity requirements for the handling of avocados, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for the amendment stems from the current avocado crop maturity situation. Weather conditions in the production area resulted in a very early bloom and earlier maturity of avocados. Maturity studies on the Nadir variety completed recently indicate that avocados of such variety are now mature at hereinafter specified dates, minimum weights or diameters. Nadir avocados of the specified weights or diameters for the periods hereinafter set forth will be mature, and fruit meeting such specifications is acceptable in the markets.

(3) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) in that the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of

the act is insufficient; and this amendment relieves restrictions on the handling of avocados.

*Order.* The provisions of subparagraph (a)(2) of § 915.317 (Avocado Regulation 17; 40 FR 24006; 26501; 28048) are amended by revising in Table I dates, minimum weights, or diameters applicable to the Nadir variety, so that after such revisions the portion of Table I relating to such variety of avocados reads as follows:

| Variety | Date | Minimum weight or diameter | Date | Minimum weight or diameter | Date | Minimum weight or diameter | Date |
|---|---|---|---|---|---|---|---|
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) |
| Nadir | 7- 7-75 | 12 oz. 3 1/16 in. | 7-21-75 | 10 oz. 2 11/16 in. | 8- 4-75 | | |

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated, July 3, 1975, to become effective July 7, 1975.

CHARLES R. BRADER,
*Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.*

[FR Doc.75-17894 Filed 7-9-75;8:45 am]

## CHAPTER XIV—COMMODITY CREDIT CORPORATION, DEPARTMENT OF AGRICULTURE

### SUBCHAPTER A—GENERAL REGULATIONS AND POLICIES

[Amendment 1]

## PART 1408—SETOFF, WITHHOLDING AND STOP PAYMENT POLICIES OF COMMODITY CREDIT CORPORATION

A proposal was published at 40 FR 19830 to amend Part 1408 of the regulations of the Commodity Credit Corporation to delete the condition that setoff not be made when freight bills involve shipments on commercial bills of lading except in cases of rail carriers.

Interested persons were given the opportunity to participate in the rule making through submission of comments, suggestions or objections. No submissions have been received and the amendment as so proposed is hereby adopted without change.

Accordingly paragraph (c) of § 1408.11 (7 CFR 1408.11(c)) is deleted and paragraphs (d), (e), (f), and (g) of § 1408.11 are redesignated (c), (d), (e), and (f) respectively.

Signed at Washington, D.C., on June 30, 1975.

KENNETH E. FRICK,
*Executive Vice President, Commodity Credit Corporation.*

[FR Doc.7-17965 Filed 7-9-75;8:45 am]

## Title 12—Banks and Banking

## CHAPTER V—FEDERAL HOME LOAN BANK BOARD

### SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[No. 75-588]

## PART 561—DEFINITIONS

### Amendment Relating to Scheduled Items

JUNE 30, 1975.

*Summary.* The following summary of the amendment adopted by this Resolution is provided for the reader's convenience and is subject to the full descrip- in the preamble as well as to the specific provisions in the regulation.

I. *Present Regulation.* A. The definition of scheduled items includes real estate owned by an insured institution as well as certain loans to facilitate the sale of this real estate.

B. The definition includes no corresponding provisions with respect to mobile homes on which institutions have made loans.

II. *Proposed Amendment.* The definition would be amended to include:

A. The amount invested in mobile homes owned as a result of repossession;

B. The unpaid principal balance of loans to facilitate the sale of such mobile homes so long as such balance exceeds 90 percent of wholesale value, as established in a dealer's market—i.e. "blue book" value; and

C. The amount invested in mobile homes transferred to a service corporation in the preamble as well as to the specific provisions in the regulation.
tion to the extent such amount would

III. *Final Amendments.* The amended definition is as proposed except:

A. Loans to facilitate the sale of repossessed mobile homes are not included unless the unpaid principal balance exceeds 100 percent of wholesale value, as established in a dealer's market or by appraisal.

B. Only 20 percent of loans to facilitate the sale of repossessed mobile homes are included if:

1. The mobile home is as described in § 545.7-1(a)(1)—i.e., a single residential unit;

2. The loan requires equal or substantially equal monthly payments sufficient to retire the debt within the loan term;

3. The loan is in accordance with § 545.7-(e)(4); and

4. All contractually required payments have been made for a continuous period of 36 months without a delay of more than 30 days in making any one of the last 12 of such payments.

By Resolution No. 74-362, dated April 24, 1974, and published in the FEDERAL REGISTER on May 6, 1974 (39 FR 15881-82), the Federal Home Loan Bank Board proposed to amend Part 561 of the rules and regulations for insurance of accounts (12 CFR Part 561) by revising the definition of scheduled items in § 561.15 thereof. The Board considers it desirable to amend said § 561.15 as proposed, with the changes discussed below.

Presently, § 561.15 defines scheduled items to mean, inter alia, slow loans (including delinquent mobile home loans) as defined in § 561.16, real estate owned (REO), loans secured by REO under certain circumstances, and REO which has been transferred to certain business entities, including service corporations, to the extent that such REO would have been included had it not been so transferred.

The proposal would have revised the definition of scheduled items to include the amount invested in repossessed mobile homes and the amount of certain loans to facilitate the sale of mobile homes previously repossessed in order to present a more complete picture of the condition of insured institutions. The proposal would have redesignated present paragraph (i) of § 561.15 as paragraph (1) thereof and added three new paragraphs thereto. New paragraph (i) would have included in the definition of scheduled items the amount invested in any mobile home, including a mobile home in the possession of "any servicing company or dealer acting on behalf of an insured institution," owned as a result of repossession or acquired by transfer of title in lieu of repossession. New paragraph (j) would have required the inclusion of certain loans secured by, and contracts for the sale of, the mobile homes described in said new paragraph (i)—i.e., repossessed mobile homes. To be included as a scheduled item any such loan or contract would have to have an unpaid principal balance in excess of the maximum amount permitted under otherwise applicable lending limitations, or, in the absence of such limitations, in excess of 90 percent of the wholesale value of the repossessed mobile home (including any installed equipment), plus the cost of appropriate insurance and any applicable sales tax. The "wholesale value" of such a mobile home would be that established in a "dealers' market." The term "dealer's market" is used in § 545.7-1, "Mobile home financing", of the Rules and Regulations of the Federal Savings and Loan System (12 CFR 545.7-1) and means the value set forth in one of the two "blue books" listing values for used mobile homes. New paragraph (k) would also have required the inclusion in the scheduled items definition of the amount invested in any repossessed mobile home transferred by an insured institution, if such mobile home would have been included under either paragraph (i) or (j) if it had not been so transferred, if such transfer was made to either (1) a service corporation as defined in § 561.26, or (2) any other corporation in which such insured institution has an investment.

The amendments add new paragraphs (i) and (k), as proposed. New paragraph (j) differs from the proposal in three respects. First, a loan or contract for the sale of a repossessed mobile home is not a scheduled item unless the unpaid

principal balance exceeds 100 percent of wholesale value, as established in a dealer's market. The test is changed from 90 percent of wholesale value to 100 percent thereof so as to be more comparable to the test used in connection with loans to facilitate the sale of repossessed real estate. The repossessed real estate test is 90 percent of the "retail" value of the real estate. Second, the wholesale value may be determined in a dealer's market—i.e. "blue book" listing—or by appraisal. The appraisal alternative is aded because blue book listings are not available for all mobile homes. Third, only 20 percent of the unpaid principal balance of a loan to facilitate the sale of a repossessed mobile home will be considered a scheduled item if: (1) the mobile home is of the type described in § 545.7-1 (a)(1)—i.e. a mobile home designed as a single residential unit, (2) the loan requires equal or substantially equal payments, which include both interest and principal, sufficient to amortize the entire debt within the loan term, (3) the loan is in accordance with § 545.7-1(e)(4), and (4) contractually required payments have been made for a continuous period of 36 months, without a delay of more than 30 days in making any one of the last 12 of such payments. Section 561.15 presently includes a "performing assets" test for loans to facilitate the sale of real estate owned and the Board believes that loans to facilitate the sale of repossessed mobile homes should be treated similarly.

Accordingly, the Federal Home Loan Bank Board hereby amends § 561.15 by adding new paragraphs (i), (j), and (k) thereto and by redesignating present paragraph (i) thereof as paragraph (1), as set forth below effective August 8, 1975.

**§ 561.15 Scheduled items.**

The term "scheduled items" means:

* * * * *

(i) The amount invested in any mobile home (other than a mobile home owned pending transfer to an insuring or guaranteeing agency of the U.S. Government), including a mobile home in the possession of any servicing company or dealer acting on behalf of an insured institution, which is owned as a result of repossession or which was acquired by transfer of title in lieu of repossession.

(j) The unpaid principal balance of any loan secured by, and any contract for the sale of, a mobile home described in paragraph (i) of this section having an unpaid principal balance in excess of 100 percent of the wholesale value or otherwise applicable lending limitation (including any installed equipment) of the mobile home securing such loan or sold under such contract, as established at the time of sale in a dealer's market or by appraisal; except that only 20 percent of the unpaid principal balance of any such loan or contract will be included in "scheduled items" if all the following requirements are met: (1) The mobile home securing the loan or sold under the contract is of the type described in § 545.7-1(a)(1) of this chapter; (2) The loan or contract requires equal, or substantially equal, regular monthly payments which include both principal and interest, sufficient to amortize the entire debt, principal and interest, within the term of the loan or contract; (3) The loan or contract is in accordance with § 545.7-1(e)(4) of this chapter; and (4) All contractually required payments (including payments for insurance and taxes, whether or not in escrow) have been made for a continuous period of 36 months without a delay of more than 30 days in the making of any one of the last 12 of such payments, and

(k) The amount invested in any mobile home transferred by an insured institution to a service corporation or to any other corporation in which an insured institution has an investment, to the same extent that such amount would have been counted as a scheduled item under paragraph (i) or (j) of this section, if such mobile home had not been so transferred.

(l) As used in this section, the term "residential real estate" means real estate (1) improved by a structure or structures designed primarily for residential use and (2) having at least 80 percent of its total value attributable to such residential use, but such term shall not include nursing homes, homes for the aging, and mobile home parks.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1943-48 Comp., p. 1071).

By the Federal Home Loan Bank Board,

[SEAL] GRENVILLE L. MILLARD, Jr.,
*Assistant Secretary.*

[FR Doc.75-17925 Filed 7-9-75;8:45 am]

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## Title 13—Business Credit and Assistance

## CHAPTER III—ECONOMIC DEVELOPMENT ADMINISTRATION, DEPARTMENT OF COMMERCE

## PART 305—PUBLIC WORKS AND DEVELOPMENT FACILITIES PROGRAM

### Grant and Loan Program

Part 305 of Chapter III of Title 13 of the Code of Federal Regulations is hereby amended.

In that the material contained herein is a matter relating to the grant and loan program of the Economic Development Administration and because a delay in implementing these regulations would be contrary to the public interest, the relevant provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking, opportunity for public participation and delay in effective date are inapplicable.

1. Section 305.42 is amended by revising the introductory paragraph to read as follows:

**§ 305.42 Hospitals, nursing homes, and convalescent care facilities.**

Applications for assistance in the construction or improvement of hospitals, except applications for such assistance under Title X, should be submitted to EDA only after all other efforts to obtain the required funds have failed, including requests under the Hill-Burton program of the Department of Health, Education, and Welfare.

* * * * *

2. Section 305.44 is amended by revising the introductory language of paragraph (b) to read as follows:

**§ 305.44 Tourism and recreation.**

* * * * *

(b) Tourism and recreation projects, except such projects receiving assistance under Title X, must meet the following requirements:

* * * * *

3. Section 305.45 is amended by revising the introductory language of paragraph (b) to read as follows:

**§ 305.45 Vocational or skill training facilities.**

* * * * *

(b) General requirements for EDA financial assistance for vocational or skill training facilities, except such facilities receiving assistance under Title X, include the following:

* * * * *

(Sec. 701, Pub. L. 89-136 (August 26, 1965); 42 U.S.C. 3211; 79 Stat. 570 and Department of Commerce Organization Order 10-4 (April 1, 1970) as amended (35 FR 5970 as amended at 40 FR 12532))

*Effective date.* This amendment becomes effective on July 10, 1975.

Dated: June 30, 1975.

WILMER D. MIZELL,
*Assistant Secretary for Economic Development.*

[FR Doc.75-17923 Filed 7-9-75;8:45 am]

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## Title 14—Aeronautics and Space

## CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 14778; Amdt. No. 976]

## PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

### Miscellaneous Amendments

This amendment to Part 97 of the Federal Aviation Regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAPs) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAPs for the changes and additions covered by this amendment are described in FAA Forms 8260-3, 8260-4, or 8260-5 and made a part of the public rule making dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 FR 5609).

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, D.C. 20591. Copies of SIAPs adopted in a particular region are

also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Information Center, AIS-230, 800 Independence Avenue, SW, Washington, D.C. 20591 or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft, or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of $150.00 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Additional copies mailed to the same address may be ordered for $30.00 each.

Since a situation exists that requires immediate adoption of this amendment, I find that further notice and public procedure hereon is impracticable and good cause exists for making it effective in less than 30 days.

In consideration of the foregoing, Part 97 of the Federal Aviation Regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by originating, amending, or canceling the following VOR-VOR/DME SIAPs, *effective August 21, 1975.*

Elizabeth City, NC—Coast Guard Air Base/Municipal Arpt., VOR Rwy 1, Amdt. 2.
Elizabeth City, NC—Coast Guard Air Base/Municipal Arpt., VOR Rwy 19, Amdt. 2.
Greenwood, MS—Greenwood-LeFlore Arpt., VOR Rwy 5, Amdt. 5.
LaPorte, IN—LaPorte Municipal Arpt., VOR-A, Orig.
Rochelle, IL—Rochelle Municipal Arpt., VOR-A, Amdt. 2.

* * * *effective August 7, 1975:*

Boise, ID—Boise Air Terminal, VOR/DME Rwys 10L and R, Amdt. 1.
Boise, ID—Boise Air Terminal, VOR Rwys 10L and R, Amdt. 16.
Boise, ID—Boise Air Terminal, VORTAC Rwy 28L, Amdt. 5.

* * * *effective July 24, 1975:*

Westerly, RI—Westerly State Arpt., VOR-A, Amdt. 5.

* * * *effective July 17, 1975:*

Fort Dodge, IA—Fort Dodge Municipal Arpt., VOR Rwy 12, Amdt. 9.
Fort Dodge, IA—Fort Dodge Municipal Arpt., VORTAC Rwy 30, Amdt. 5.
Marion, OH—Marion Municipal Arpt., VOR Rwy 24, Orig.

2. Section 97.27 is amended by originating, amending, or canceling the following NDB/ADF SIAPs, *effective August 21, 9175.*

Cozad, NE—Cozad Municipal Arpt., NDB Rwy 13, Orig.
Elizabeth City, NC—Coast Guard Air Base/Municipal Arpt., NDB-A, Amdt. 3.

* * * *effective August 14, 1975:*

Nome, AK—Nome Arpt., NDB Rwy 27, Amdt. 3.

* * * *effective August 7, 1975:*

Boise, ID—Boise Air Terminal, NDB Rwys 10L and R. Amdt. 23.

* * * *effective July 17, 1975:*

Fort Dodge, IA—Fort Dodge Municipal Arpt., NDB Rwy 6, Orig.
Marion, OH—Marion Municipal Arpt., NDB Rwy 12, Amdt. 4.

3. Section 97.29 is amended by originating, amending, or canceling the following ILS SIAPs, *effective July 27, 1975.*

Latrobe, PA—Latrobe Arpt., ILS Rwy 23, Amdt. 7.

CORRECTION

In Docket Nr. 14708, Amendment 974, to Part 97 of the Federal Aviation Regulations published in the FEDERAL REGISTER dated June 26, 1975, on page 27016, under § 97.25, effective August 14, 1975—Change effective date of Rock Springs, WY, Rock Springs-Sweetwater County Arpt., LOC/DME (BC) Rwy 7, Original, to October 9, 1975.

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1958; 49 U.S.C. 1438, 1354, 1421, 1510; sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on July 3, 1975.

JAMES M. VINES,
*Chief,*
*Aircraft Programs Division.*

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 (35 FR 5610) approved by the Director of the Federal Register on May 12, 1969.

[FR Doc.75-17860 Filed 7-9-75;8:45 am]

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## Title 20—Employee's Benefits

## CHAPTER III—SOCIAL SECURITY ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

[Regs. No. 4, further amended]

## PART 404—FEDERAL OLD-AGE, SURVIVORS, AND DISABILITY INSURANCE (1950—)

### Subpart K—Employment—Wages—Self-Employment Income

On February 6, 1975, there was published in the FEDERAL REGISTER (40 FR 5540) a notice of proposed rulemaking with proposed amendments to Subpart K of Regulations No. 4 (20 CFR Part 404), regarding implementation of section 10 of P.L. 93-368, enacted August 7, 1974. The proposed amendments reflect the provisions of section 10 of Pub. L. 93-368, enacted August 7, 1974, which provide for the exclusion from social security coverage of farm rental income received by a landowner or tenant who turns over the management of his farm to an agent and does not himself materially participate in the farm operation.

Under present law, farm rental income is covered under social security if the rental arrangement provides that the landowner or tenant materially participate in the production of the agricultural or horticultural commodities on his land and if there is material participation by the landowner or tenant. In determining whether the landowner's or tenant's actions contribute in a material way to the production of the commodities raised on his farm, his own actions plus actions of his agent are considered. Actions by an agent are attributed to the farm landowner or tenant, so that if the agent participates in the management and operation of the farm, the farm-owner or tenant is also deemed to be participating even though he does not personally participate.

A problem has arisen in the case of landowners who enter into an agreement with a professional farm management company or other person who has the responsibility to choose a tenant and to manage and supervise the farm operation. In such a situation, the landowner does not participate in the operation of the farm and views his income as investment income rather than income from farm self-employment.

Accordingly, the amendment provides that in such a situation the landowner would not be considered to participate in the operation of the farm. Therefore, his farm income would not count for social security purposes if he entered into an agreement with another person to manage or supervise the farm operation, including the selection of tenants, when there is in fact no participation on his part.

No adverse comments have been received. Accordingly, the proposed amendments are adopted without change as set forth below.

*Effective Date:* These amendments shall be effective July 10, 1975.

Dated: June 19, 1975.

(Catalog of Federal Domestic Assistance Program No. 13.803, Social Security—Retirement Insurance)

J. B. CARDWELL,
*Commissioner of Social Security.*

Approved: July 2, 1975.

CASPAR W. WEINBERGER,
*Secretary of Health, Education, and Welfare.*

Subpart K of Regulation No. 4 of the Social Security Administration, as amended (20 CFR Part 404), is further amended by revising paragraph (c)(5) and examples (5) and (6) in paragraph (c)(6) of § 404.1053 to read as follows:

**§ 404.1053 Rentals from real estate; material participation.**

* * * * *

(c) *Special rule for "includible farm rental income"* * * *

* * * * *

(5) *Employees or agents.* Any arrangement entered into by an employee or agent of an owner or tenant and another person is considered an arrangement entered into by the owner or tenant for purposes of satisfying the requirement set forth in paragraph (c)(2) of this section that the income must be derived under an arrangement between the owner or tenant and another person. For purposes of determining whether the arrangement satisfies the requirement set forth in paragraph (c)(3) of this section that the parties contemplate that the owner or tenant is to materially participate in the production or management of

production of a commodity: (i) for taxable years ending after 1955 and beginning before January 1, 1974, services performed by such an employee or agent are considered services performed by the owner or tenant in determining the extent to which the owner or tenant has participated in the production or management of production of a commodity; (ii) for taxable years beginning after December 31, 1973, the activities (including services) of such an employee or agent shall not be considered as the activities (including services) of the owner or tenant in determining the extent to which the owner or tenant has participated in the production or management of production of a commodity.

(6) *Examples* * * *

* * * * *

*Example 5.* J owned a farm several miles from the town in which he lived. He rented the farm to K under an arrangement which contemplated J's material participation in the management of production of wheat. J furnished one-half the seed and fertilizer and all the farm equipment and livestock. He employed H to perform all the services in advising, consulting, and inspecting which were contemplated by the arrangement, effective with taxable years beginning after December 31, 1973. J is not materially participating in the management of production of wheat by K. The work done by J's employee, H, is not attributable to J in determining the extent of J's participation. J's rental income from the arrangement is not to be included in computing his net earnings from self-employment.

*Example 6.* Assume the same facts as in the previous example except that J appointed the X Bank as his agent to enter into the rental arrangement with K and to perform the services which were contemplated by the arrangement, effective with taxable years beginning after December 31, 1973. J is not materially participating in the management of production of wheat by K because the work done by X Bank is not attributable to J in determining the extent of J's participation. J's rental income from the arrangement would not be included in computing his net earnings from self-employment.

* * * * *

(Secs. 205(a), 211(a)(1), and 1102 of the Social Security Act, as amended, 53 Stat. 1368, as amended, 64 Stat. 502, as amended, 49 Stat. 647, as amended; 42 U.S.C. 405(a), 411(a)(1), and 1302)

[FR Doc.75-17887 Filed 7-9-75;8:45 am]

## PART 404—FEDERAL OLD-AGE, SURVIVORS, AND DISABILITY INSURANCE

### Subpart L—Family Relationship

On February 4, 1975, there was published in the FEDERAL REGISTER (40 FR 5163), a notice of proposed rulemaking with a proposed amendment to Subpart L of Regulations No. 4 (Part 404 of title 20 of the Code of Federal Regulations). The proposed amendment provides that a child born out of wedlock to a living wage earner entitled to old-age insurance benefits or disability insurance benefits is a "child" of the wage earner for purposes of entitlement to child's insurance benefits if the wage earner was decreed by a court to be the child's father, or was ordered by a court to contribute to the child's support because the child is his or her son or daughter, or acknowledged in writing that the child is his or her son or daughter; or is shown to be the child's father by other satisfactory evidence and is living with the child or contributing to the child's support at the time the child's application is filed. Under present regulations, a child born out of wedlock to a living wage earner after the wage earner's entitlement to old-age or disability insurance benefits has begun, is precluded from being considered a "child" for social security purposes. The proposed amendment changes the regulations to conform with the U.S. Supreme Court's decision in *Jimenez* v. *Weinberger*, 417 U.S. 628 (1974), which declared the time requirements of section 216(h)(3)(B) of the Social Security Act to be unconstitutional. This change is effective with benefit payments for months beginning June 1974.

Interested parties were given 30 days within which to submit data, views, and arguments. None were received. Therefore, the proposed amendment is hereby adopted with a clarifying change with respect to the effective date and inclusion of the amendment as a new paragraph rather than as a revision of an existing paragraph, a change in form rather than in substance from the amendment published with a notice of proposed rulemaking. As thus revised, the amendment is set forth below.

Regulations No. 4 of the Social Security Administration, as amended (20 CFR Part 404), are further amended by adding paragraph (e) to § 404.1101 to read as follows:

## PART 404—FEDERAL OLD-AGE, SURVIVORS AND DISABILITY INSURANCE (1950-....)

### § 404.1101 Determination of Relationship.

Whether a claimant bears the necessary relationship for entitlement under title II of the Act, as wife, husband, widow, widower, child, or parent of the insured individual upon whose wages and self-employment income and application is based is determined as follows:

* * * * *

(e) If the application for child's benefits is filed in or after July 1965 and the claimant is the natural son or daughter of the insured individual but does not have the relationship of child to the insured individual under the criteria described in paragraph (a) or (c)(1) of this section, such child will nevertheless be deemed the child of such insured individual for purposes of child's benefits beginning for months no earlier than June 1974, if:

(1) In the case of an insured individual who is entitled to old-age insurance benefits and in the month before he became entitled to such benefits was not entitled to disability insurance benefits:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he has been decreed by a court to be the father of the claimant, or he has been ordered by a court to contribute to the support of the claimant because claimant is his son or daughter, or

(ii) Such insured individual is shown by satisfactory evidence to be the father of the claimant and is living with or contributing to the support of the claimant at the time such application for benefits is filed;

(2) In the case of an insured individual who is entitled to disability insurance benefits or who was entitled to such benefits in the months before the first month for which he was entitled to old-age insurance benefits:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he has been decreed by a court to be the father of the claimant, or he has been ordered by a court to contribute to the support of the claimant because the claimant was his son or daughter, or

(ii) Such insured individual is shown by satisfactory evidence to be the father of the claimant and is living with or contributing to the support of the claimant at the time such application for benefits is filed;

(3) In the case of a deceased insured individual:

(i) Such insured individual has acknowledged in writing that the claimant is his son or daughter, or he had been decreed by a court to be the father of the claimant, or he had been ordered by a court to contribute to the support of the claimant because the claimant was his son or daughter, and such acknowledgement, court decree, or court order was made before the death of such insured individual, or

(ii) Such insured individual is shown by satisfactory evidence to have been the father of the claimant and that he was living with or contributing to the support of the claimant at the time he died.

The term "insured individual" used in this paragraph (e) refers to the child's mother or father except where a provision refers only to the "father."

(Secs. 205, 206, and 1102; 53 Stat. 1368, as amended; 68 Stat. 1082, as amended; 49 Stat. 647, as amended; (42 U.S.C. 405, 406 and 1302))

(Catalog of Federal Domestic Assistance Program No. 13.803, Social Security—Retirement Insurance)

*Effective date.* The amendment is effective with benefit payments for months beginning June 1974.

Dated: June 19, 1975.

J. B. CARDWELL,
*Commissioner of Social Security.*

Approved: July 2, 1975.

CASPAR W. WEINBERGER,
*Secretary of Health, Education, and Welfare.*

[FR Doc.75-17888 Filed 7-9-75;8:45 am]

## Title 21—Food and Drugs

### CHAPTER I—FOOD AND DRUG ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### SUBCHAPTER B—FOOD AND FOOD PRODUCTS

[Docket No. 75F-0102]

### PART 121—FOOD ADDITIVES

### Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

NYLON RESINS

The Commissioner of Food and Drugs is amending § 121.2502 *Nylon resins* (21 CFR 121.2502) to provide for safe use of nylon 612 resins in food-contact articles intended for repeated use, effective July 10, 1975.

Notice was given, by publication in the FEDERAL REGISTER of January 24, 1975 (40 FR 3794), that a food additive petition (FAP 5B3066) had been filed by E. I. du Pont de Nemours & Co., Inc., Wilmington, DE 19898, proposing that § 121.2502 *Nylon resins* be amended to provide for safe use of nylon 612 resins made by the condensation of hexamethylenediamine and dodecanedioic acid as components of food-contact articles intended for repeated use.

The Commissioner, having evaluated the data in the food additive petition and other relevant material, concludes that § 121.2502 should be amended as set forth below to provide for safe use of nylon 612.

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786 (21 U.S.C. 348(c)(1))) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2502 is amended by adding paragraph (a)(8) and adding item 8 to the table in paragraph (b) to read as follows:

**§ 121.2502 Nylon resins.**

* * * * *

(a) * * *

(8) Nylon 612 resins are manufactured by the condensation of hexamethylenediamine and dodecanedioic acid.

(b) Specifications:

| | Nylon resins | Specific gravity | Melting point | Solubility in boiling 4.2 *N* HCl | Maximum extractable fraction in selected solvents (expressed as percent by weight of resin) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Water | 95 percent ethyl alcohol | Ethyl acetate | Benzene |
| | * * * | * * * | *Degrees F* * * * | * * * | *Percent* * * * | *Percent* * * * | *Percent* * * * | *Percent* * * * |
| 8 | Nylon 612 resins for use only in articles intended for repeated use in contact with food at temperatures not to exceed 212° F. | 1.06±0.015 | 406–420 | Insoluble after 1 hr. | 0.50 | 1.50 | 0.50 | 0.50 |

* * * * *

Any person who will be adversely affected by the foregoing order may at any time on or before August 11, 1975 file with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order, specify with particularity the provisions of the order deemed objectionable, and state the grounds for the objections. If a hearing is requested, the objections shall state the issues for the hearing, shall be supported by grounds factually and legally sufficient to justify the relief sought, and shall include a detailed description and analysis of the factual information intended to be presented in support of the objections in the event that a hearing is held. Six copies of all documents shall be filed. Received objections may be seen in the above office during working hours, Monday through Friday.

*Effective date.* This order shall become effective July 10, 1975.

(Sec. 409(c)(1), 72 Stat. 1786 (21 U.S.C. 348(c)(1)))

Dated: July 1, 1975.

SAM D. FINE,
*Associate Commissioner for Compliance.*

[FR Doc.75-17753 Filed 7-9-75;8:45 am]

## Title 23—Highways

### CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

### SUBCHAPTER H—RIGHT-OF-WAY AND ENVIRONMENT

### PART 710—RIGHT-OF-WAY GENERAL

### State Highway Department Responsibilities

The document amending Chapter I of Title 23 of the Code of Federal Regulations by adding Part 710, published in the FEDERAL REGISTER on July 19, 1974, at 39 FR 26416, is amended by changing the due date given in § 710.206(b) for the submission of annual reports to the Washington Office of FHWA from August 1, to September 1.

Issued on: July 2, 1975.

NORBERT T. TIEMANN,
*Federal Highway Administrator.*

[FR Doc.75-17880 Filed 7-9-75;8:45 am]

## Title 24—Housing and Urban Development

### CHAPTER IV—OFFICE OF ASSISTANT SECRETARY FOR HOUSING MANAGEMENT, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. R-75-291]

### SUBCHAPTER A—INSURED MULTIFAMILY HOUSING—MANAGEMENT AND MORTGAGE SERVICING

### PART 401—NOTICE TO TENANTS AND CONSIDERATION OF THEIR COMMENTS IN EFFECTING RENT INCREASES

### Subpart A—Procedures for Requesting Increases in Maximum Permissible Rents for Certain Subsidized Projects

On September 11, 1974, at FR 32736, the Department amended Title 24 by adding a new Part 401, "Notice to Tenants and Consideration of their Comments in Effecting Rent Increases." The new Part set forth the procedures to be followed by mortgagors seeking increases in maximum permissible rents for multifamily projects (except for cooperative housing mortgagor corporations or associations) subsidized by (a) below-market interest rates pursuant to section 221(d) (3) and (5) of the National Housing Act, (b) interest reduction payments pursuant to section 236 of the National Housing Act, or (c) rent supplement payments pursuant to section 101 of the Housing and Urban Development Act of 1965. The procedures include: (1) notification to the tenants by the mortgagor of his intent to request approval of an increase in the maximum permissible rents; (2) an opportunity for tenants to make written comments on the proposed increase to the mortgagor and to HUD; and (3) after HUD has considered all the submitted material and determined the need for an increase, if any, notification to the tenants by the mortgagor of the reasons for approval or disapproval.

Part 401 was published in its original form concurrently with Part 410, "Income Limits, Rents, and Occupancy." Part 410 relates to low-rent public housing. Since the final rule for Part 401 is ready for issuance prior to the final rule for Part 410, the former is being adopted at this time to avoid delay. It is expected that the final rule for Part 410 will be adopted in the near future.

Part 401 was adopted by interim rule, and for reasons of urgency stated in its

preamble, the rule was made effective as of October 14, 1974, with opportunity provided for public comment until November 12, 1974. During that comment period, the Department received 68 responses from 65 sources. These comments have been considered, and the part as originally adopted has been changed. The significant substantive changes are as follows:

Several commentators correctly noted that in the case of § 236 projects with mortgages not insured by HUD, agencies of the state and local governments have the primary responsibility for determining the allowable rents that a landlord may charge, and that those agencies are in a much better position than HUD to evaluate the comments on the rent increase request. Accordingly, it was suggested that the mortgagor submit tenant comments, together with the rent increase request, to the state or local agency rather than to HUD. The Department agrees that this procedure would provide the tenants with an opportunity for written comments and at the same time would increase the efficiency of processing rent increase requests. The final rule, therefore, provides in § 401.6 that landlords shall submit comments with respect to rent increases for § 236 non-insured projects to the state or local agency which in turn shall forward the comments to HUD with the request for approval of the increase, after the agency has made its initial determination.

Some commentators urged that tenants of certain projects subsidized under section 202 of the Housing Act of 1959 or under sections 401 and 404(b)(3) of the Housing Act of 1950 should be included so as to accord them the same rights as other subsidized tenants. The Department is adopting this recommendation in § 401.1.

Prior to the adoption of Part 401, the Department had required mortgagors to submit a Statement of Profit and Loss (Form HUD-92410) in connection with rent increase requests. Part 401, however, required the submission of a cash flow statement. Since it has been determined that there is no need for both statements, HUD is dropping the requirement for a cash flow statement and is reverting in § 401.3 to its earlier requirement of a Profit and Loss Statement alone.

Several commentators described problems for garden or scattered-site projects that concerned posting of notices. Part 401 had originally provided that notices be posted in three places in each building. As now revised, § 401.2 permits alternate forms of notice: (1) posting or (2) delivery directly or by mail to each individual tenant household.

Some commentators cited prevalence in leases of "escalator" clauses that permit changes in rents during the term of the lease. In order to avoid conflict with such clauses, the prescribed notice form has been changed to permit the implementation of approved rent increases during the lease term when the provisions of the lease so provide.

Certain commentators also argued by adopting its interim rule, HUD has unduly prolonged processing time and delayed necessary rent increases from taking effect. In order to minimize the delay, § 401.3 has been revised to require the landlord to submit to HUD, at the time he gives the tenants notice of his proposed rent increase, copies of that notice and the materials which he intends to submit in support of the application. Under this procedure, the local HUD office will have some familiarity with the application and will be able to begin evaluating tenant comments sent directly to HUD. This procedure also will enable the local HUD office to start its review of the proposed rent increase before the complete application is submitted to HUD. Lastly, providing HUD with a copy of the notice to the tenants at the time it is first posted or delivered is an expedient in cases where the notice is materially deficient, since the defect could be remedied immediately, and the 30-day notice period could be promptly restarted.

Several commentators questioned the applicability of these procedures to projects where tenants pay their own utility expenses. In this regard, the Department considers that upward variations in the utility rates paid directly by tenants, rather than the landlord, should not give rise to tenant notice and comment procedures since these procedures are designed as safeguards against arbitrary landlord action and utility charges direct to a tenant are a matter between him and the utility company to which the landlord is not privy and which he cannot control.

Several commentators suggested that rent increases due to increases in debt service be excluded from the scope of this regulation on the grounds that tenants would have little to offer with respect to such increases. This suggestion has been temporarily rejected until the Department has had more experience with respect to the quality and type of comments tenants submit concerning such rent increases.

Finally, some commentators expressed confusion over the scope of the interim rule. It is the Department's intention that neither the interim rule nor this final rule have any retroactive effect. Rent increase applications submitted prior to the effective date of the interim rule, October 14, 1974, are not required to comply with the provisions of Part 401. The interim rule applied to all applications submitted during the period from October 14, 1974 to the effective date of this final rule, and this rule applies to all applications filed on or after that effective date.

The Department has determined that an Environmental Impact Statement is not required with respect to this rule. The Finding of Inapplicability, in accordance with HUD's environmental procedures handbook (HUD Handbook 1390.1), is available for inspection at the Office of the Rules Docket Clerk, Department of Housing and Urban Development, Room 10245, 451 7th Street, SW, Washington, D.C.

Accordingly, 24 CFR, Part 401 is amended by changing Subpart A to read as follows:

**Subpart A—Procedures for Requesting Increases in Maximum Permissible Rents for Certain Subsidized Projects**

Sec.

401.1 Applicability of procedures.
401.2 Notice to tenants.
401.3 Materials to be submitted to HUD.
401.4 Request for increase.
401.5 Notification of action on request for increase.
401.6 Section 236 non-insured projects.

AUTHORITY: Sec. 211, 52 Stat. 23 (12 U.S.C. 1715b).

## Subpart A—Procedures for Requesting Increases in Maximum Permissible Rents for Certain Subsidized Projects

### § 401.1 Applicability of procedures.

The procedures set forth in this Subpart shall be applicable to all requests for increases in maximum permissible rents due to increases in operating costs or debt service by the mortgagors of multifamily projects (except for cooperative housing mortgagor corporations or associations) subsidized by: (a) below-market interest rates pursuant to section 221(d)(3) and (5) of the National Housing Act; (b) interest reduction payments pursuant to section 236 of the National Housing Act; (c) rent supplement payments under section 101 of the Housing and Urban Development Act of 1965; (d) direct loans at below-market interest rates pursuant to section 202 of the Housing Act of 1959; or (e) direct loans at below-market interest rates pursuant to section 401 and 404 (b)(3) of the Housing Act of 1950 (excluding loans cosigned by the beneficiary educational institution). Increases in maximum permissible rents do not include increases in utility charges paid directly by the tenant.

### § 401.2 Notice to tenants.

At least thirty (30) days before filing an application with HUD for an increase in the maximum permissible rents, the mortgagor shall notify the tenants of the proposed rent increase. Copies of such notice shall be: (A) delivered directly or by mail to each tenant; or (B) posted in at least 3 conspicuous places within each structure or building in which the affected dwelling units are located as well as in a conspicuous place at the address where the materials in support of the proposed rent increase are to be made available to tenants pursuant to the provisions of the notice format in this section. The notice shall contain the following information in the following format or equivalent thereto:

NOTICE TO TENANTS OF INTENTION TO FILE AN APPLICATION TO HUD FOR AN INCREASE IN THE MAXIMUM PERMISSIBLE RENTS

---
Date of Notice

Take notice that on [date] we plan to file an application for approval of an increase in

the maximum permissible rents for [name of apartment complex] with the United States Department of Housing and Urban Development (HUD). The proposed increase is needed for the following reasons:

1.
2.
3.

The rent increases for which we have applied are:

| Bedrooms | Present rent [1] | | Proposed increase [1] | | Proposed rent [1] | |
|---|---|---|---|---|---|---|
| | Basic | Market | Basic | Market | Basic | Market |
| 0 | $------ | $------ | $------ | $------ | $------ | $------ |
| 1 | ------ | ------ | ------ | ------ | ------ | ------ |
| 2 | ------ | ------ | ------ | ------ | ------ | ------ |
| 3 | ------ | ------ | ------ | ------ | ------ | ------ |
| 4 | ------ | ------ | ------ | ------ | ------ | ------ |
| 5 | ------ | ------ | ------ | ------ | ------ | ------ |

[1] Separate columns for basic and market rent should be used only for projects assisted under sec. 236 of the National Housing Act. In addition, in projects with more than 1 type of apartment having the same number of bedrooms but different rents, each type should be listed separately.

Copies of the materials that we intend to submit to HUD in support of our application will be available during normal business hours at [address] for a period of 30 days from the date of this notice for inspection and copying by tenants of [name of apartment complex] and, if the tenants wish, legal or other representatives acting for them individually or as a group.

During a period of 30 days from the date of this notice, tenants of [name of apartment complex] may submit written comments on the proposed rental increase to us at [address]. Tenant representatives may assist tenants in preparing those comments. (The inspection and comment period will be extended to give tenants 5 days to inspect and comment on any materials to be submitted in support of the application that are not available to the tenants during the first 25 days of the 30-day period.) These comments will be transmitted to HUD, along with our evaluation of them and our application for an increase. You may also send a copy of your comments directly to HUD at the following address: United States Department of Housing and Urban Development [address of local HUD field office with jurisdiction over rent increases for the project], Attention: Director, Housing Management Division. RE: Project No. [Name of Apartment Complex].

HUD will approve or disapprove the proposed rental increase upon reviewing the application and comments. When HUD advises us in writing of its decision on our application, you will be notified at least 30 days before any allowable increase is put into effect, in accordance with the terms of existing leases.

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[Name of mortgagor or managing agent]

The mortgagor shall comply with all representations made in the Notice.

### § 401.3 Materials to be submitted to HUD.

Simultaneously with the posting or distribution of the Notice, the mortgagor shall send to the local HUD office copies of the following:

(1) The written Notice to the tenants;

(2) The annual Statement of Profit and Loss, Form HUD-92410, audited by an independent public accountant and covering the most recently ended accounting year, and an unaudited accrual Form HUD-92410 for the intervening period since the date of the last annual statement if more than four months have elapsed since that date; and

(3) A narrative statement of the reasons for the requested increase in maximum permissible rents.

### § 401.4 Request for increase.

(a) Upon expiration of the period for tenant comments required in the notice format in § 401.2 and after review of the comments submitted to him, the mortgagor shall submit, in addition to the materials enumerated in § 401.3 and any revisions thereto, his application for an increase in the maximum permissible rents together with the following:

(1) A certification by the mortgagor following the requirements specified in § 401.4(b);

(2) Copies of all written comments submitted by the tenants to the mortgagor; and

(3) The mortgagor's evaluation of the tenants' comments with respect to the application.

(b) The certification of the mortgagor as required by § 401.4(a)(1) shall attest:

(1) That the Notice required by § 401.2 was given pursuant to the provisions of that Section;

(2) That the mortgagor has taken reasonable steps to assure that the substance of the Notice has been conveyed to each resident household, and in cases where the Notice was posted, that the required Notices were maintained intact and in legible form for the specified thirty (30) days;

(3) That the copies of the materials submitted in support of the proposed increase were located in a place reasonably convenient to tenants in the project during normal business hours and that requests by tenants to inspect such materials, as provided for in the Notice, were honored;

(4) That copies of all comments received from the tenants were considered and are being transmitted to HUD together with the certification; and

(5) That "under the penalties and provisions of Title 18, United States Code, section 1001, the statements contained in this application and its attachments have been examined by me and, to the best of my knowledge and belief, are true, correct, and complete."

### § 401.5 Notification of action on application for increase.

After HUD has considered the application for an increase in the maximum permissible rents which meets the requirements of § 401.4 and has made its determination to approve or disapprove the application, it will furnish the mortgagor with a written statement of the reasons for approval or disapproval. The mortgagor shall make known to tenants, by posting or delivery in the manner outlined in the second sentence of § 401.2, the reasons for approval or disapproval.

### § 401.6 Section 236 non-insured projects.

With respect to rent increases for § 236 non-insured projects, project owners shall submit tenant comments to the state or local agency, which in turn shall forward the comments to HUD with the request for HUD approval of the increase, after the agency has made its initial determination. Accordingly, for purposes of such projects, the requirements of §§ 401.2–401.5 are modified by substituting the name of the state or local agency assisting the project for "United States Department of Housing and Urban Development" or "HUD" wherever there is a reference to either such name. After the project owner has complied with such provisions as modified by this section and after the state or local agency has made a determination, after full consideration of the tenant comments relating thereto, to approve an increase in maximum approvable rents, the agency shall promptly submit to the appropriate local HUD field office an application for approval of such increase in the maximum approvable rents, along with the comments of the tenants, and certify to HUD the project owner's compliance with §§ 401.2–401.5 as modified herein. HUD shall review such determination and certification and notify the agency of its approval or disapproval of the proposed rent schedule. HUD will not unreasonably withhold approval of rent revisions approved by the state or local agency.

*Effective date.* These amendments are effective July 10, 1975.

H. R. CRAWFORD,
*Assistant Secretary for Housing Management.*

[FR Doc.75-17787 Filed 7-9-75;8:45 am]

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## Title 40—Protection of the Environment

## CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

### SUBCHAPTER N—EFFLUENT GUIDELINES AND STANDARDS

[FRL 397-1]

## PART 413—ELECTROPLATING MANUFACTURING POINT SOURCE CATEGORY

### Availability of Technical Reports and Extension of Public Comment Period

On April 24, 1975, the Agency published a notice of interim final rulemaking establishing effluent limitations and guidelines based on best practicable control technology currently available for the electroplating manufacturing point source category (40 FR 18130). Reference was made in the preamble to this notice of technical reports prepared by the Agency in connection with the development of these regulations.

The reports entitled "Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Common and Precious Metals Segment of the Electroplating Point Source Category" and "Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Metal Finishing Segment of the Electroplating Point Source Category" detail the analysis undertaken in support of the regulations and are available for inspection in the EPA Freedom of Information Center, Room 204, West Tower, Waterside Mall, Washington, D.C. 20460, at all EPA regional offices, and at State water pollution control offices. Copies of both of these documents have been sent to persons or institutions affected by the interim final regulation or who have placed themselves on a mailing list for this purpose (see EPA's Advance Notice of Public Review Procedures, 38 FR 21202, August 6, 1973). An additional limited number of copies of both reports are available. Persons wishing to obtain a copy may write the EPA Freedom of Information Center, Environmental Protection Agency, Washington, D.C. 20460, Attention: Ms. Ruth Brown.

All comments received on or before August 11, 1975 will be considered. Steps previously taken by the Environmental Protection Agency to facilitate public response within this time period are outlined in the advance notice concerning public review procedures published on August 6, 1973 (38 FR 21202).

Dated: July 3, 1975.

JAMES L. AGEE,
*Assistant Administrator,*
*Water and Hazardous Materials.*

[FR Doc.75-17946 Filed 7-9-75;8:45 am]

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[FRL 397-2]

## PART 413—ELECTROPLATING MANUFACTURING POINT SOURCE CATEGORY

### Availability of Technical Reports and Extension of Public Comment Period

On April 24, 1975, the Agency published a notice of proposed rules establishing effluent limitations and guidelines based on best available technology economically achievable, standards of performance for new sources, and pretreatment standards for both existing and for new sources was published for the electroplating manufacturing point source category (40 FR 18140). Reference was made in the preamble to this notice of technical reports prepared by the Agency in connection with the development of these regulations.

The reports entitled "Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Common and Precious Metals Segment of the Electroplating Point Source Category" and "Development Document for Interim Final Effluent Limitations Guidelines and Proposed New Source Performance Standards for the Metal Finishing Segment of the Electroplating Point Source Category" detail the analysis undertaken in support of the regulations and are available for inspection in the EPA Freedom of Information Center, Room 204, West Tower, Waterside Mall, Washington, D.C. 20460, at all EPA regional offices, and at State water pollution control offices. Copies of both of these documents have been sent to persons or institutions affected by the proposed regulation or who have placed themselves on a mailing list for this purpose (see EPA's Advance Notice of Public Review Procedures, 38 FR 21202, August 6, 1973). An additional limited number of copies of both reports are available. Persons wishing to obtain a copy may write the EPA Freedom of Information Center, Environmental Protection Agency, Washington, D.C. 20460, Attention: Ms. Ruth Brown.

All comments received on or before August 11, 1975 will be considered. Steps previously taken by the Environmental Protection Agency to facilitate public response within this time period are outlined in the advance notice concerning public review procedures published on August 6, 1973 (38 FR 21202).

Dated: July 3, 1975.

JAMES L. AGEE,
*Assistant Administrator,*
*Water and Hazardous Materials.*

[FR Doc.75-17947 Filed 7-9-75;8:45 am]

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## Title 42—Public Health

## CHAPTER I—PUBLIC HEALTH SERVICE, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### SUBCHAPTER G—OCCUPATIONAL SAFETY AND HEALTH RESEARCH AND RELATED ACTIVITIES

## PART 86—GRANTS FOR EDUCATION PROGRAMS IN OCCUPATIONAL SAFETY AND HEALTH

On November 21, 1972, a notice of proposed rulemaking was published in the FEDERAL REGISTER (37 FR 24760) to add a new Part 86 to Title 42, Code of Federal Regulations. As proposed, the part set forth the conditions and procedures for awarding traineeships and training grants for short- and long-term training in occupational safety and health pursuant to section 21(a)(1) of the Occupational Safety and Health Act of 1970 (29 U.S.C. 670(a)(1)).

Interested persons were afforded the opportunity to participate in the rulemaking through the submission of comments and the comments which were received have been considered.

Numerous comments were received from audiologists objecting to the failure of the regulations to provide expressly for the training of "industrial audiologists." It should be noted that the purpose of Part 86 is to support training in occupational safety and health rather than the basic professional training for doctors, nurses, engineers, or audiologists. Should there develop a specialty in the field of audiology which can be classified as "industrial audiology" and which differs from the normal course of instruction for audiologists, the portion of this special training would be eligible for support under this part.

The major changes in the regulation are summarized as follows:

1. For clarity, the term "traineeship"—described in the preamble to the proposed rules as an award from the Government directly to the individual who is being trained—has been changed to "direct traineeship" to distinguish it from the award made by training institutions which receive training grants.

2. A new § 86.5 has been added which refers to the Public Health Service and Department appeal procedures for resolving post-award grant disputes.

3. Section 86.10(a) has been clarified by expressly providing for support for short-term training of personnel who, while not classified as "professionals," are engaged in those occupational safety and health careers necessary to carry out the purposes of the Occupational Safety and Health Act.

4. In § 86.17, statements have been included calling attention to the statutory provisions prohibiting discrimination on the basis of sex and discrimination by reason of a handicap under any education program or activity receiving Federal financial assistance.

5. Provisions for the protection of human and animal research subjects have been incorporated (§§ 86.19 and 86.33).

6. As a result of the Department's adoption of Part 74 of Title 45, Code of Federal Regulations, designed to establish uniform requirements for the administration of grants, a number of changes in administrative requirements have been made, and a new § 86.21, specifying applicability of 45 CFR Part 74, has been added.

Therefore, a new Part 86, as set forth below, is added to Title 42, Code of Federal Regulations, effective on July 10, 1975.

Dated: June 13, 1975.

THEODORE COOPER,
*Assistant Secretary for Health.*

Approved: July 2, 1975.

CASPAR W. WEINBERGER,
*Secretary.*

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## PART 86—GRANTS FOR EDUCATION PROGRAMS IN OCCUPATIONAL SAFETY AND HEALTH

### Subpart A—General

Sec.
86.1 Applicability.
86.2 Definitions.
86.3 Inventions and discoveries.
86.4 Publications and copyrights.
86.5 Grant appeals procedure.

### Subpart B—Occupational Safety and Health Training Grants

86.10 Nature and purpose of training grants.
86.11 Eligibility.
86.12 Application for a grant.
86.13 Project requirements.
86.14 Evaluation and grant award.
86.15 Payments.
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86.17 Nondiscrimination.
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Sec.
86.19 Human subjects; animal welfare.
86.20 Additional conditions.
86.21 Applicability of 45 CFR Part 74.

Subpart C—Occupational Safety and Health Direct Traineeships

86.30 Nature and purpose of direct traineeships.
86.31 Eligibility; minimum requirements.
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86.34 Evaluation and award of direct traineeships.
86.35 Payments.
86.36 Duration and continuation.
86.37 Terms and conditions.
86.38 Accountability.
86.39 Termination of direct traineeship.

AUTHORITY: The provisions of this Part 86 issued under sec. 8(g), 84 Stat. 1600; 29 U.S.C. 657(g), sec. 21(a), 84 Stat. 1612; 29 U.S.C. 670(a).

## Subpart A—General

### § 86.1 Applicability.

The regulations of this part are applicable to the award of training grants and direct traineeships pursuant to section 21(a)(1) of the Occupational Safety and Health Act of 1970 (29 U.S.C. 670 (a)(1)) to assist in providing an adequate supply of qualified personnel to carry out the purposes of the Act.

### § 86.2 Definitions.

Any term not defined herein shall have the same meaning as given it in the Act. As used in this part:

(a) "Act" means the Occupational Safety and Health Act of 1970 (29 U.S.C. 651 et seq.).

(b) "Nonprofit agency or institution" means an agency, corporation, or association no part of the net earnings of which inures, or may lawfully inure, to the benefit of any private shareholder or individual.

(c) "Secretary" means the Secretary of Health, Education, and Welfare and any other officer or employee of the Department of Health, Education, and Welfare to whom the authority involved has been delegated.

(d) "State" means a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, Guam, and the Trust Territory of the Pacific Islands.

(e) "Training" means job-specific skill development, the purpose of which is to provide qualified personnel to carry out the purposes of the Act.

### § 86.3 Inventions and discoveries.

Any grant award pursuant to § 86.14 or § 86.33 is subject to the regulations of the Department of Health, Education, and Welfare as set forth in 45 CFR Parts 6 and 8, as amended. Such regulations shall apply to any activity for which grant funds are in fact used whether within the scope of the project as approved or otherwise. Appropriate measures shall be taken by the grantee and by the Secretary to assure that no contracts, assignments or other arrangements inconsistent with the grant obligation are continued or entered into and that all personnel involved in the supported activity are aware of and comply with such obligations. Laboratory notes, related technical data, and information pertaining to inventions and discoveries shall be maintained for such periods, and filed with or otherwise made available to the Secretary, or those he may designate at such times and in such manner, as he may determine necessary to carry out such Department regulations.

### § 86.4 Publications and copyrights.

Except as may otherwise be provided under the terms and conditions of the award, the grantee may copyright without prior approval any publications, films or similar materials developed or resulting from a project supported by a grant under this part, subject, however, to a royalty-free, nonexclusive, and irrevocable license or right in the Government to reproduce, translate, publish, use, disseminate, and dispose, of such materials and to authorize others to do so.

### § 86.5 Grant appeals procedure.

The informal Public Health Service procedure for resolution of post-award grant disputes set forth in subpart D of Part 50 of this title and the Department post-award grant appeals procedure in 45 CFR Part 16 are applicable to any award made pursuant to this part.

## Subpart B—Occupational Safety and Health Training Grants

### § 86.10 Nature and purpose of training grants.

(a) *Long-term training project grant.* A long-term training project grant is an award of funds to an eligible institution or agency, hereinafter called the "grantee," to pay part or all of the costs of organized identifiable activities, hereinafter termed the "project," that are undertaken to establish, strengthen, or expand graduate, undergraduate, or special training, of persons in the field of occupational safety and health. Such grants may be used to support training in, for example, occupational medicine, industrial hygiene, industrial nursing and occupational safety engineering and the training of technicians and paraprofessionals in such areas.

(b) *Short-term training project grant.* A short-term training project grant is an award of funds to an eligible institution or agency, hereinafter called the "grantee," to pay part or all of the costs of organized identifiable activities, hereinafter termed the "project" that are undertaken to provide intensive training programs of less than 1 year for any one or a combination of the following purposes:

(1) To provide specialized instruction for occupational safety and health professional or career personnel which will increase their competence in an area in their respective fields.

(2) To prepare or expand the capabilities of occupational safety and health professional or career personnel for leadership roles as administrators or supervisors, and

(3) To prepare or expand the teaching capabilities of occupational safety and health professionals and career personnel.

### § 86.11 Eligibility.

(a) *Eligible applicants.* Any public or nonprofit educational or training agency or institution located in a State is eligible to apply for a grant under this subpart.

(b) *Projects eligible for long-term or short-term training grants.* Any project found by the Secretary to be a long-term training project within the meaning of § 86.10(a) or a short-term training project within the meaning of § 86.10(b), shall be eligible for a grant award.

### § 86.12 Application for a grant.

(a) An application for a grant under this subpart shall be submitted to the Secretary at such time and in such form and manner as the Secretary may prescribe.[1] The application shall contain a full and adequate description of the project and of the manner in which the applicant intends to conduct the project in accordance with the requirements of this subpart, and a budget and justification of the amount of grant funds requested, and such other pertinent information as the Secretary may require.

(b) The application shall be executed by an individual authorized to act for the applicant and to assume for the applicant the obligations imposed by the regulations of this subpart and any additional conditions of the grant.

### § 86.13 Project requirements.

(a) An approvable application for a long-term training grant must contain each of the following, unless the Secretary determines that the applicant has established good cause for its omission.

(1) Provision of a method for development of the training curriculum and any attendant training materials and resources;

(2) Provision of a method for implementation of the needed training;

(3) Provision of an evaluation methodology, including the manner in which such methodology will be employed, to measure the achievement of the objectives of the training program; and

(4) Provision of a method by which trainees will be selected.

(b) In addition to the requirements set forth in paragraph (a) of this section, an approvable application for a short-term training grant must contain each of the following, unless the Secretary determines that the applicant has established good cause for its omission.

(1) Provision of a methodology to assess the particular skills, or knowledge that prospective trainees need to develop;

(2) Provision of at least 18 hours of formal instruction for a period of not less than 2½ days and not more than 1 academic year; and

[1] Applications and instructions may be obtained from the Office of Extramural Activities, National Institute for Occupational Safety and Health, U.S. Post Office & Courthouse, Cincinnati, Ohio 45202.

(3) Assurances that no portion of the Federal funds will be used for (i) in-service training courses designed only for employees of a single agency, institution, or organization; (ii) correspondence courses; (iii) regular courses usually given for academic credit; or (iv) training the grantee's financial officers, program director, or the official who executed the application.

§ 86.14 Evaluation and grant award.

Within the limits of funds available for such purpose the Secretary may award grants to assist in the establishment and operation of those projects which will in his judgment best promote the purposes of section 21(a)(1) of the Act, taking into account:

(a) In the case of long-term training grants:

(1) The need for training in the area or areas of study outlined in the application;

(2) The degree to which the proposal represents a strengthening or expansion of the applicant's program in such areas;

(3) The record of the applicant's effectiveness in training in these or related areas as indicated, among other things, by the placement of its graduates;

(4) The competence of the project staff in relation to the service to be provided;

(5) The reasonableness of the budget in relation to the proposed project;

(6) The applicant's resources, including equipment, facilities, and funds, available for the project;

(7) The current and potential availability of students in the area of study to be offered and their prospective employability as a result of the proposed training;

(8) The extent to which the applicant expects to absorb faculty positions initiated as a result of the grant; and

(9) The degree to which the project adequately provides for the requirements set forth in § 86.13(a).

(b) In the case of short-term training:

(1) The relationship of the contents of the course to the current and emergency training needs to carry out the purposes of the Act;

(2) The qualifications of the instructional staff;

(3) The speed with which the training can be put to use by the persons proposed to be trained;

(4) The reasonableness of the budget in relation to the proposed project;

(5) The success of previous offerings of this course, or related courses;

(6) Evidence of ability to recruit trainees and the estimated number to be enrolled during each course offering; and

(7) The degree to which the proposed project adequately provides for the requirements set forth in § 86.13(b).

(c) The amount of any award shall be determined by the Secretary on the basis of his estimate of the sum necessary for all or a designated portion of direct project costs plus an additional amount for indirect costs, if any, which will be calculated by the Secretary either (1) on the basis of his estimate of the actual indirect costs reasonably related to the project, or (2) on the basis of a percentage, not to exceed 8 percent, of all, or a portion of, the estimated direct costs of the project when there are reasonable assurances that the use of such percentage will not exceed the approximate actual indirect costs. Such award may include an estimated provisional amount for indirect costs or for designated direct costs (such as travel or supply costs) subject to upward (within the limits of available funds) as well as downward adjustments to actual costs when the amount properly expended by the grantee for provisional items has been determined by the Secretary.

(d) All grant awards shall be in writing, shall set forth the amount of funds granted and the period for which support is recommended.

(e) Neither the approval of any project nor any grant award shall commit or obligate the United States in any way to make any additional, supplemental, continuation, or other award with respect to any approved project or portion thereof. For continuation support, grantees must make separate application annually at such times and in such form as the Secretary may direct.

§ 86.15 Payments.

The Secretary shall from time to time make payments to a grantee of all or a portion of any grant award, either in advance or by way of reimbursement for expenses incurred or to be incurred in the performance of the project to the extent he determines such payments necessary to promote prompt initiation and advancement of the approved project.

§ 86.16 Use of project funds.

(a) Any funds granted pursuant to this subpart as well as other funds to be used in performance of the approved project shall be expended solely for carrying out the approved project in accordance with section 21(a) of the Act, the regulations of this subpart, the terms and conditions of the award, and the applicable cost principles prescribed by Subpart Q of 45 CFR Part 74.

(b) Prior written approval by the Secretary of revision of the budget and project plan is required whenever there is to be a significant change in the scope or nature of project activities, which in the case of short term training grants, includes any change in the course dates or training sites.

(c) Grant funds are available for trainee stipends and for tuition, including fees and instructional materials, for travel costs related to training allowances. Stipends and allowances may not be increased or be paid beyond the term of the stipend on account of vacation an individual might have been entitled to but did not take.

(d) Stipends may only be paid to a trainee who is a citizen of the United States, an alien lawfully admitted to the United States for permanent residence, or a permanent resident of Guam, American Samoa, or the Trust Territory of the Pacific Islands.

(e) In the case of short term training grants, stipends may not be paid to persons receiving lecture fees, salary, travel expenses, or payment in any form as members of the course instructional staff.

(f) Grant funds used for alterations and renovations shall be subject to the condition that the grantee shall comply with the requirements of Executive Order 11246, as amended, and with the applicable regulations prescribed pursuant thereto.

§ 86.17 Nondiscrimination.

(a) Attention is called to the requirements of title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d et seq.) and in particular section 601 of such Act which provides that no person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to, discrimination under any program or activity receiving Federal financial assistance. A regulation implementing such title VI, which applies to grants made under this subpart, has been issued by the Secretary of Health, Education, and Welfare with the approval of the President (45 CFR Part 80).

(b) Attention is called to the requirements of title IX of the Education Amendments of 1972 (86 Stat. 373, 20 U.S.C. 1681 et seq.) and in particular to section 901 of such Act which provides that no person in the United States shall, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any education program or activity receiving Federal financial assistance.

(c) Attention is called to the requirements of section 504 of the Rehabilitation Act of 1973, as amended, which provides that no otherwise qualified handicapped individual in the United States shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

§ 86.18 Grantee accountability.

(a) *Accounting for grant award payments.* All payments made by the Secretary shall be recorded by the grantee in accounting records separate from the records of all other grant funds, including funds derived from other grant awards. With respect to each approved project the grantee shall account for the sum total of all amounts paid by presenting or otherwise making available evidence satisfactory to the Secretary of expenditures for direct and indirect costs meeting the requirements of this part: *Provided, however,* That when the amount awarded for indirect costs was based on a predetermined fixed-percentage of estimated direct costs, the amount allowed for indirect costs shall be computed on the basis of such predetermined fixed-percentage rates ap-

plied to the total, or a selected element thereof, of the reimbursable direct costs incurred.

(b) *Accounting for interest earned on grant funds.* Pursuant to section 203 of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4213), a State will not be held accountable for interest earned on grant funds, pending their disbursement for grant purposes. A State, as defined in section 102 of the Intergovernmental Cooperation Act, means any one of the several States, the District of Columbia, Puerto Rico, any territory or possession of the United States, or any agency or instrumentality of a State, but does not include the governments of the political sudivisions of the State. All grantees other than a State, as defined in this section, must return all interest earned on grant funds to the Federal Government.

(c) *Grant closeout*—(1) *Date of final accounting.* A grantee shall render, with respect to each approved project, a full account, as provided herein, as of the date of termination of grant support. The Secretary may require other special and periodic accounting.

(2) *Final settlement.* There shall be payable to the Federal Government as final settlement with respect to each approved project the total sum of:

(i) Any amount not accounted for pursuant to paragraph (a) of this section; and

(ii) Any credits for earned interest pursuant to paragraph (b) of this section; and

(iii) Any other amounts due pursuant to Subparts F, M, and O of 45 CFR Part 74.

Such total sum shall constitute a debt owed by the grantee to the Federal Government and shall be recovered from the grantee or its successors or assignees by setoff or other action as provided by law.

**§ 86.19 Human subjects; animal welfare.**

No grant award may be made under this subpart unless the applicant has complied with:

(a) 45 CFR Part 46 pertaining to the protection of human subjects; and

(b) Chapter 1-43 of the Department Grants Administration Manual[2] concerning animal welfare.

**§ 86.20 Additional conditions.**

The Secretary may with respect to any grant award impose additional conditions prior to or at the time of any award when in his judgment such conditions are necessary to assure or protect advancement of the approved project, the interests of public health, or the conservation of grant funds.

**§ 86.21 Applicability of 45 CFR Part 74.**

The provisions of 45 CFR Part 74, establishing uniform administrative requirements and cost principles, shall apply to all grants under this part to States and local governments as those terms are defined in Subpart A of that Part 74. The relevant provisions of the following subparts of Part 74 shall also apply to grants to all grantee organizations under this part:

| Subpart | Subject |
|---|---|
| A | General. |
| B | Cash depositories. |
| C | Bonding and insurance. |
| D | Retention and custodial requirements for records. |
| F | Grant-related income. |
| G | Matching and cost sharing. |
| K | Grant payment requirements. |
| L | Budget revision procedures. |
| M | Grant closeout: Suspension, and termination. |
| O | Property. |
| Q | Cost principles. |

## Subpart C—Occupational Safety and Health Direct Traineeships

**§ 86.30 Nature and purpose of direct traineeships.**

A direct traineeship is an award of funds directly from the Federal Government to an individual (herein called the "trainee") for his subsistence and other expenses during a period in which he is acquiring training (a) in the occupational safety and health professions, (b) for research relating to occupational safety and health, or (c) for teaching in occupational safety and health.

**§ 86.31 Eligibility; minimum requirements.**

In order to be eligible for an award under this subpart an applicant must:

(a) Have been accepted by a public or other nonprofit institution for the purpose of the activity for which the traineeship is sought.

(b) Be a U.S. citizen, an alien lawfully admitted to the United States for permanent residence or a permanent resident of Guam, American Samoa, or the Trust Territory of the Pacific Islands.

**§ 86.32 Application for direct traineeship.**

An application for a direct traineeship under this subpart shall be submitted to the Secretary at such times and in such form and manner as he may prescribe.[1] In addition to the information supplied by the applicant in his application, such further information may be required as is necessary to determine his or her qualifications.

**§ 86.33 Human subjects; animal welfare.**

Where the application is for training at a non-Federal institution, no award may be made under this subpart unless said institution has complied with:

(a) 45 CFR Part 46 pertaining to the protection of human subjects; and

(b) Chapter 1-43 of the Department Grants Administration Manual[2] concerning animal welfare.

**§ 86.34 Evaluation and award of direct traineeships.**

Within the limits of funds available for such purpose and subject to the regulations of this part, the Secretary may award direct traineeships to those qualified applicants who are in his judgment best able to carry out the purpose of the traineeships taking into consideration the need for training in the area of study specified in the application.

**§ 86.35 Payments.**

(a) Individuals receiving awards shall be entitled to such stipends and allowances as the Secretary may designate, taking into account such factors as the needs of the program, the cost of living, and the availability of funds (Note: These are prescribed in Chapter 3-140 of the Department Grants Administration Manual[2]).

(b) Payments of stipends and allowances will, at the discretion of the Secretary, be made directly to the trainee or to the sponsoring institution for payment directly to the trainee.

**§ 86.36 Duration and continuation.**

Direct traineeship awards may be made for varying periods not in excess of 2 years. The Secretary may make one or more continuation awards for an additional period if he finds that satisfactory progress is being made toward accomplishment of the purpose of the initial traineeship award. Additional support may be provided on appropriate justification after expiration of the period of support in the previous award.

**§ 86.37 Terms and conditions.**

All direct traineeship awards shall be subject to the following terms and conditions:

(a) Training must be carried out at an institution found by the Secretary to provide a well-rounded course of instruction in the particular area of training for which the traineeship is awarded.

(b) No direct traineeship may be utilized to compensate any trainee for personal services or employment on behalf of the United States or any person.

**§ 86.38 Accountability.**

Accountability for payments will be subject to such requirements as may be specified by the Secretary.

**§ 86.39 Termination of direct traineeship.**

(a) The Secretary may terminate a direct traineeship at any time upon request of the trainee.

(b) After reasonable notice to the trainee and an opportunity for the presentation of the trainee's views and relevant evidence, the Secretary may terminate any direct traineeship prior to the date it would otherwise expire upon a determination that the trainee's performance is unsatisfactory, that the trainee is no longer attending the sponsoring institution, or that he or she is

[2] The Department Grants Administration Manual is available for inspection at the Public Information Office of the several Department Regional Offices and available for purchase at the Government Printing Office, GPO Document No. 894-523.

[1] Applications and instructions may be obtained from the Office of Extramural Activities, National Institute for Occupational Safety and Health, U.S. Post Office & Courthouse, Cincinnati, OH 45202.

unfit or unable to carry out the purpose of the traineeship.

(c) The views and evidence of the trainee shall be presented in writing unless the Secretary determines that an oral presentation is desirable.

[FR Doc.75-17886 Filed 7-9-75;8:45 am]

## Title 49—Transportation

## CHAPTER II—FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[FRA Docket No. 2172]

## PART 256—FINANCIAL ASSISTANCE FOR RAILROAD PASSENGER TERMINALS

### Applications for and Disbursement of Financial Assistance

The purpose of these rules is to amend Title 49 of the Code of Federal Regulations by adding a new Part 256, which sets forth the procedures and requirements of the Federal Railroad Administration in connection with the filing of applications for and the disbursement of assistance for the preservation and conversion of historic railroad passenger terminals under subsection 4(i) of the Department of Transportation Act (49 U.S.C. 1653(i)) as amended by section 6 of the Amtrak Improvement Act of 1974 (Pub. L. 93-496) and section 13 of the Amtrak Improvement Act of 1975 (Pub. L. 94-25) (the "Act"). The Act authorizes funds for:

(a) Promoting the conversion of not less than three (3) historically distinctive railroad passenger terminals into intermodal passenger terminals, on a feasibility demonstration basis;

(b) Preserving historic railroad passenger terminals that have a reasonable likelihood of being converted or otherwise maintained pending the formulation of plans for reuse; and

(c) Stimulating the development of plans for the conversion of railroad passenger terminals into intermodal passenger terminals, civic and cultural activity centers, or both.

A notice of proposed rule making was published in the FEDERAL REGISTER on March 4, 1975 (40 FR 8958), proposing adoption of these amendments. Interested persons were given an opportunity to participate in this rulemaking by submitting written data, views, or comments concerning the proposed rules on or before April 15, 1975. Due consideration has been given to all written data, views, or comments received in response to the notice. Except for editorial changes and those changes discussed specifically herein, these amendments and the reasons therefor are the same as those contained in the notice.

The statutory authority cited in the March 4, 1975 notice was section 305 (d)(1)(i) of the Rail Passenger Service Act (45 U.S.C. 545(d)(1)(i)) as amended by section 6 of the Amtrak Improvement Act of 1974. However, section 13 of the Amtrak Improvement Act of 1975 implicitly redesignated that statutory citation as section 4(i) of the Department of Transportation Act. The citation of authority in these amendments has been changed accordingly.

Because the Advisory Council on Historic Preservation ("Council") and the Chairman of the National Endowment of the Arts ("Chairman") will participate in the program's administration, great concern was given to their comments. The Council and the Chairman as well as several other commentators requested the extension of the submission deadlines for all applications, so that applicants would have sufficient time to prepare their applications. In response to these comments, §§ 256.9(d)(3) and 256.11(f)(3) have been amended to extend the due dates for the submission of preliminary applications and final applications for demonstration funds to May 1, 1976 and September 1, 1976, respectively. For the same reason, the submission deadlines for preliminary applications for preservation funds and planning funds have been extended to September 15, 1975.

The final application deadlines for preservation funds and planning funds were not extended because there is a need for the program to proceed expeditiously. Also, the amended application deadlines will allow a recipient of planning funds to use the resultant plan as a basis for an application for demonstration funds.

The comments of both the Council and the Chairman have been implemented in part by adding "museums" to the definition of "civic and cultural activities" contained in § 256.3(f). Although the definition of "civic and cultural activities" in the proposed rules did not exclude "museums," this change was made to eliminate any confusion which may have existed.

As suggested by the Chairman, § 256.7(c) has been amended to allow for payment of costs of a study or studies to assess the need for and feasibility of a civic and cultural activities center even where it is not contemplated that such a center be combined with an intermodal passenger terminal. It was felt this change would more fully reflect the purpose and intent of the Act. In response to another commentator, § 256.3(i) has been amended by changing "intra-city rapid transit" to "intra-city rail transit," to provide for trolleys and other forms of intra-city rail transit which may not be considered to be a form of "rapid transit."

A new § 256.3(n) has been added to define "sufficient commitments" as that term is used in § 256.5(b)(2). This subsection clarifies the level of commitment required by transportation entities necessary to assure that an approved demonstration project will be operated in the manner set forth in the application.

As suggested by additional comments, § 256.5(d)(2) has been amended to emphasize that private investors need not be required to assume the entire responsibility for the implementation of a conversion project or its maintenance and operation. Rather such private investors could share with the applicant, other private investors, and appropriate public entities, the costs associated with a project.

Section 256.7(a)(3)(iii)(D) has been amended to permit funds to be spent for bicycle parking and access. Finally, § 256.13(d) now states that the Administrator will approve or deny each application within 90 days of the final submission date set forth in § 256.11(f)(3) and the Administrator will promptly notify in writing each applicant whose application has been approved. It was felt that the 90 day period was a sufficient time for the Administrator to evaluate each application thoroughly and completely, while providing the applicant a degree of certainty as to whether or not his project qualifies for Federal assistance. Although the regulations do not require the Administrator to notify promptly those applicants whose projects are not approved, every effort will be made to notify promptly those applicants as to the status of their applications.

There were numerous comments requesting the addition of commercial uses as allowable project costs, and including such uses in certain mandatory provisions of the regulations. The Federal Railroad Administration considers commercial use to be a valid feature of any demonstration project, as evidenced by § 256.5(d)(2) of the regulations, which cites attractiveness for commercial purposes as an eligibility requirement for planning funds. However, the Federal Railroad Administration does not feel it appropriate that the regulations make a greater commitment to commercial uses than does the Act.

In consideration of the foregoing, 49 CFR Chapter II is amended by adding a new Part 256 to read as follows:

REGUATIONS GOVERNING APPLICATIONS FOR AND DISBURSEMENT OF FINANCIAL ASSISTANCE


Sec.
256.1 Purpose.
256.3 Definitions.
256.5 Eligibility.
256.7 Fiancial Assistance.
256.9 Preliminary Applications.
256.11 Final Applications.
256.13 Review and Approval of Applications.
256.15 Disbursement of Financial Assistance.

APPENDIX A—CERTIFICATE


AUTHORITY: Subsection 4(i) of the Department of Transportation Act, 49 U.S.C. 1653 (i), as amended by section 6 of the Amtrak Improvement Act of 1974, Pub. Law 93-496, and section 13 of the Amtrak Improvement Act of 1975, (Pub. L. 94-25); 1.45(a)(2) and 1.49(1), Regulations of the Secretary of Transportation, 49 CFR 1.45(a)(2) and 1.49(1).

REGULATIONS GOVERNING APPLICATIONS FOR AND DISBURSEMENT OF FINANCIAL ASSISTANCE

### § 256.1 Purpose.

The purpose of this part is to establish procedures for implementing subsection 4(i) of the Department of Transportation Act as amended (49 U.S.C. 1653(i)) with respect to all financial assistance provided under that subsection.

§ 256.3 Definitions.

As used in this part—

(a) "Act" means the Department of Transportation Act, as amended.

(b) "Administrator" means the Federal Railroad Administrator, or his delegate.

(c) "Allowable project costs" means those project costs for which Federal financial assistance may be expended under § 256.7.

(d) "Applicant" means a governmental entity, a non-profit public-purpose organization, or any responsible person having the legal, financial, and technical capacity to implement an intermodal passenger terminal project under this part. The applicant must have legal authority to receive and expend Federal funds.

(e) "Chairman" means the Chairman of the National Endowment for the Arts.

(f) "Civic and cultural activities" includes, but is not limited to, museums, libraries, musical and dramatic presentations, art exhibitions, adult education programs, public meetings of community groups, convention visitors and others, and other public activities supported in whole or in part under Federal law.

(g) "Council" means the Advisory Council on Historic Preservation.

(h) "Demonstration funds" means funds authorized for the purpose set forth in paragraph (1)(A) of subsection 4(i) of the Act.

(i) "Intermodal passenger terminal" means an existing railroad passenger terminal which has been or may be modified as necessary to accommodate several modes of transportation, including intercity rail service and some or all of the following: intercity bus, commuter rail, intra-city rail transit and bus transportation, airport limousine service and airline ticket offices, rent-a-car facilities, taxis, private parking, and other transportation services.

(j) "National Register" means the National Register of Historic Places maintained by the Secretary of the Interior.

(k) "Planning funds" means funds authorized for the purpose set forth in paragraph (1)(C) of subsection 4(i) of the Act.

(l) "Preservation funds" means funds authorized for the purpose set forth in paragraph (1)(B) of subsection 4(i) of the Act.

(m) "Project" means a locally sponsored, coordinated, and administered program, or any part thereof, to plan, finance, construct, maintain, or improve an intermodal passenger terminal, a civic or cultural activities center, or both, in an architecturally or historically distinctive railroad passenger terminal.

(n) "Sufficient commitments" means commitments of a binding nature adequate to ensure the successful operation of a project. Such commitments may be conditional, requiring, for example, the participation of other entities in the project, or action by a date certain.

§ 256.5 Eligibility.

(a) *General.* A project is eligible for financial assistance under subsection 4(i) of the Act if:

(1) The applicant provides satisfactory assurance that such fiscal control and fund accounting procedures will be adopted as may be necessary to assure proper disbursement of and accounting for Federal financial assistance granted to the applicant under the Act; and

(2) The applicant complies with the regulations of the Administrator prescribed in this part, and with such other terms and conditions as may be included in the grant of assistance.

(b) *Demonstration Funds.* A project is eligible for financial assistance in accordance with subsection 4(i) of the Act if the Administrator determines that:

(1) The railroad passenger terminal can be converted to an intermodal passenger terminal;

(2) There exist sufficient commitments by Amtrak or other rail passenger carriers, and by intercity bus carriers, the local public transportation authority, or other public or private transportation operators, to provide co-ordinated service for convenient intermodal interchange to meet the goals enumerated in paragraph (b) of § 256.13;

(3) The railroad passenger terminal is listed on the National Register;

(4) The architectural integrity of the railroad passenger terminal will be preserved, and this determination is concurred in by the consultants recommended by the Chairman and Council and retained by the Administrator for this purpose;

(5) To the extent practicable, the use of station facilities for transportation purposes may be combined with use for other civic and cultural activities, especially when such use is recommended by the Council or the Chairman, or the consultants retained by the Administrator upon their recommendation;

(6) The project plan provides the information and documentation required under paragraphs (b) and (c) of § 256.11; and

(7) The railroad passenger terminal and the conversion project meet such other criteria as the Administrator may develop and promulgate in consultation with the Chairman and the Council.

(c) *Preservation Funds.* A project is eligible for financial assistance in accordance with subsection 4(i) of the Act if the Administrator determines that:

(1) The applicant is empowered by applicable law, and is qualified, prepared, and committed, on an interim basis pending the formulation of plans for reuse, to maintain and prevent the demolition, dismantling, or further deterioration of, a railroad passenger terminal;

(2) The railroad passenger terminal is threatened with demolition, dismantling, or further deterioration;

(3) The railroad passenger terminal has a reasonable likelihood of being converted to or conditioned for reuse as an intermodal passenger terminal, a civic or cultural activities center, or both;

(4) Planning activity aimed at conversion or reuse has commenced and is proceeding in a competent manner;

(5) The expenditure of funds on such project would be in the manner most likely to maximize the preservation of railroad passenger terminals which are: (i) reasonably capable of conversion to intermodal passenger terminals; (ii) listed in the National Register; or (iii) recommended on the basis of architectural integrity and quality by the Chairman or the Council; and

(6) The applicant has provided the information and documentation required under paragraphs (b) and (d) of § 256.11.

(d) *Planning Funds.* A project is eligible for financial assistance in accordance with subsection 4(i)(4) of the Act if the Administrator determines that:

(1) The applicant is prepared to develop practicable plans meeting the zoning, land use, and other requirements of the applicable State and local jurisdictions in which the rail passenger terminal is located;

(2) The applicant will be able to incorporate into its designs and plans for the conversion of such terminal into an intermodal passenger terminal, a civic or cultural activities center, or both, features which reasonably appear likely to attract private investors willing to share in the implementation of such planned conversion and its subsequent maintenance and operation;

(3) The applicant will be able to complete the designs and plans for such conversion within two years following the approval of the application for Federal financial assistance;

(4) The expenditure of funds on such project would be in the manner most likely to maximize the preservation of railroad passenger terminals which are listed in the National Register or recommended on the basis of architectural integrity and quality by the Chairman or the Council; and

(5) The applicant has provided the information and documentation required under paragraphs (b) and (e) of § 256.11.

§ 256.7 Financial assistance.

(a) *Demonstration Funds.* Federal financial assistance for the conversion of a railroad passenger terminal into an intermodal passenger terminal, under subsection 4(i)(2) of the Act, may be expended for the following project costs incurred after the date of final project approval:

(1) Acquisition or long-term lease of real property or other property interests, including air rights, subterranean rights, or easements, where necessary for project implementation;

(2) Final architectural and engineering construction documentation, including all necessary plans, specifications, detailed cost estimates, and implementation schedules; and

(3) Construction, which may include, but is not limited to: (i) complete rehabilitation and refurbishment of the interior and exterior of the structure; (ii) provision of necessary public service facilities; (iii) structural modifications and minor additions necessary to permit the development of (A) improved rail passenger facilities, (B) intercity bus terminal and docking facilities, (C) adequate facilities for local mass transit,

and (D) parking and access for automobiles and bicycles; and (iv) provisions for accommodating major tenants and concessionaires such as airline ticket offices, rent-a-car offices, and other transportation service facilities.

(b) *Preservation Funds.* Federal financial assistance under subsection 4(i)(3) of the Act, for the preservation of a railroad passenger terminal which has a reasonable likelihood of being converted or otherwise maintained, may be expended for costs incurred after the date of project approval which are necessary to maintain (and prevent the demolition, dismantling, or further deterioration of) a railroad passenger terminal pending the completion of project planning, for a period not to exceed five years.

(c) *Planning Funds.* Federal financial assistance for the development of plans for the conversion of a railroad passenger terminal into an intermodal passenger terminal, a civic and cultural activities center, or both, under subsection 4(i)(4) of the Act, may be expended for the following project costs if incurred within two years after project approval:

(1) Cost of a study or studies to: (i) assess the need for and feasibility of an intermodal passenger terminal, a civic and cultural activities center, or both, at a particular existing railroad passenger terminal; (ii) develop a fiscal plan and agreements for implementation; and (iii) where such project involves an intermodal terminal, (A) relate the project to other transportation priorities in the area; and (B) evaluate alternate means of providing needed intermodal passenger services within the community.

(2) Costs of preparation of preliminary architectural and engineering design documents for the project, including: (i) plans, sections and sketches illustrating the functional as well as preservation aspects of the recommended development; (ii) assessment of the condition of existing structural and utilities systems and requirements for their improvement; (iii) outline specifications and preliminary estimates of project costs; and (iv) required environmental impact reviews and analyses.

(d) *Federal Share.* The Federal share of the cost of any project under this part shall not exceed 60 percent of the total allowable project costs.

### § 256.9 Preliminary applications.

(a) *General.* Each applicant for Federal financial assistance under this part shall submit a preliminary application.

(b) *Purpose.* The purposes of a preliminary application are:

(1) To avoid the costs of preparing and processing a full application in cases where it can readily be determined that the applicant or project is ineligible or that funds are not available; and

(2) To enable the Administrator to identify, at a preliminary stage, those projects which appear most likely to achieve the goals set forth in paragraph (b) of § 256.13.

(c) *Contents.* Each preliminary application for financial assistance under subsection 4(i) of the Act shall include:

(1) The full and correct name and principal business address of the applicant;

(2) The name, title and address of the person to whom correspondence regarding the preliminary application should be addressed;

(3) A narrative statement describing the project, the need for it, its objectives, method of accomplishment, and geographic location, and the benefits expected to be derived from the Federal financial assistance;

(4) An estimate of the total allowable project costs of the proposed project;

(5) The total amount of Federal assistance requested under this part for the project, designated as demonstration funds, preservation funds, or planning funds, as applicable;

(6) A statement of the extent to which the applicant contemplates using other Federal financial assistance for the purposes of the project:

(7) A listing of potential sources of funds for the non-Federal share of the cost of the project;

(8) A statement of whether the railroad passenger terminal is included in the National Register; and

(9) Such other information as the Administrator may require.

(d) *Execution and Filing of Preliminary Applications.* (1) The original preliminary application shall bear the date of execution and be signed by the Chief Executive Officer of the applicant or by the applicant himself, where the applicant is an individual. Each person required to execute the preliminary application shall execute a certificate in the form of Appendix A hereto.

(2) The original preliminary application and six (6) copies thereof, shall be filed with the Federal Railroad Administrator, Department of Transportation, 400 7th Street SW., Washington, D.C. 20590. Each copy shall show the dates and signatures that appear in the original and shall be complete in itself.

(3) Preliminary applications for planning funds and preservation funds must be submitted to the Administrator for review and approval before September 15, 1975. Preliminary applications for demonstration funds must be submitted to the Administrator for review and approval before May 1, 1976.

### § 256.11 Final applications.

(a) *Purpose.* The purpose of a final application is to enable the Administrator to determine, from among those applicants who have received approval of previously submitted preliminary applications, those projects which will receive Federal assistance under this part.

(b) *Contents.* Each final application for Federal financial assistance shall include:

(1) The full and correct name and principal business address of the applicant;

(2) The name, title and address of the person to whom correspondence regarding the final application should be addressed;

(3) An identification of all organizations which will participate in the planning, implementation, and operation of the project, along with a discussion of the role of each organization;

(4) A full discussion of the desirability and feasibility of the project along with a summary of the benefits to be derived;

(5) A detailed description of the rail passenger terminal (including where applicable the description on file with the National Register), the available transportation facilities, and the proposed intermodal passenger transportation improvements;

(6) A detailed estimate of the total allowable project costs, listing and identifying all discrete costs to the maximum possible extent;

(7) The total amount of Federal assistance requested under this part for the project, designated as demonstration funds, preservation funds, or planning funds, as applicable;

(8) Where the applicant contemplates using funds from other Federal programs, a reference to all requirements pertaining to such Federal programs, and a documentation of the status of any application for Federal funds under such programs;

(9) Evidence of the applicant's ability and intent to furnish its share of the total allowable project costs;

(10) For those projects located in urbanized areas, as defined by the Bureau of the Census, a statement that the application has been coordinated with the metropolitan planning organization, designated by the Governor of the State in which the project is to be located, pursuant to 23 U.S.C. 104(f)(3);

(11) Evidence that the applicant has established such fiscal control and fund accounting procedures as may be required by the Administrator to assure proper disbursement of, and accounting for, Federal funds paid to the applicant under this part:

(12) A certification by the applicant that, in accordance with OMB Circular A-95 (38 FR 32874, November 28, 1973), section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, and Section 401 of the Intergovernmental Cooperation Act of 1968, the notification has been submitted to, and comments thereon have been solicited from, the appropriate State and regional agencies and clearinghouses;

(13) Assurances that the applicant will comply with the following Federal laws, policies, regulations and pertinent directives:

(i) Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d et seq. and all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation;

(ii) Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970, 42 U.S.C. 4601 et seq. and all requirements imposed by Title 49, Code of Federal

Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 25, Relocation Assistance and Land Acquisition under Federal and Federally-Assisted Programs;

(iii) 42 U.S.C. 4151 et seq., with regard to Federal policies ensuring that physically handicapped persons will have ready access to, and use of, public buildings;

(iv) The Rehabilitation Act of 1973, 87 Stat. 394, 29 U.S.C. 794, with regard to nondiscrimination under Federal grants;

(v) The Hatch Act, 5 U.S.C. 1501 et seq., which limits the political activities of employees; and

(vi) Where applicable, the State and Local Fiscal Assistance Act of 1972, 31 U.S.C. 1221 et seq., and the implementing regulations promulgated thereunder, 31 CFR Part 51; and

(14) Such other information as the Administrator may require.

(c) *Final Applications for Demonstration Funds.* In addition to the items required by paragraph (b) of this section, each final application for demonstration funds shall include:

(1) The proposed period during which the project will be evaluated, in the context of the goals set forth in paragraph (b) of § 256.13;

(2) Operating agreements, right of way leases, or other appropriate legal commitments, from private carriers, public transportation operating agencies and other entities as appropriate, to assure continued operation of the transportation services through the evaluation period;

(3) Evidence (including copies of lease documents, title papers, and mortgage agreements) that the applicant's property interest in the railroad passenger terminal is or will be sufficient for the applicant to implement the project;

(4) A summary of proposed contractual arrangements for the use of the intermodal passenger terminal for commercial purposes other than the provision of transportation services;

(5) A description and documentation of existing or potential markets for interline intermodal service, and of those changes in existing services which must be provided to achieve this potential;

(6) A summary of proposed use of the intermodal passenger terminal as a civic and cultural activities center;

(7) A description of the proposed methods for monitoring and evaluating the demonstration;

(8) Preliminary architectural and engineering design documents, including plans, sections, sketches, and outline specifications; and

(9) A proposed draft of an environmental impact statement, to be reviewed and analyzed by the Administrator for the preparation by him of a final Environmental Impact Statement under Department of Transportation Order 5610.1B (39 FR 35235, September 30, 1974).

(d) *Final Applications for Preservation Funds.* In addition to the items required by paragraph (b) of this section, each final application for preservation funds shall include:

(1) Documentation of the threat of demolition, dismantling, or further deterioration of the terminal, and the causes and reasons thereof;

(2) Evidence of substantive local public and private interest in organizing a project to convert the railroad passenger terminal to an intermodal passenger terminal, a civic or cultural activities center, or both;

(3) Certification that the applicant is empowered by applicable law, on an interim basis pending the formulation of plans for reuse, to maintain and prevent the demolition, dismantling, or further deterioration of, a railroad passenger terminal;

(4) Evidence that the planning activity aimed at conversion or reuse has commenced and is proceeding in a competent manner, including the planning schedule; and

(5) A proposed draft of an environmental impact statement, to be reviewed and analyzed by the Administrator for the preparation by him of a final Environmental Impact Statement under Department of Transportation Order 5610.1B (39 FR 35235, September 30, 1974).

(e) *Final Applications for Planning Funds.* In addition to the items required by paragraph (b) of this section, each final application for planning funds shall include:

(1) An assurance that the designs and plans for the conversion to an intermodal passenger terminal, a civic or cultural activities center, or both, will be completed within two years following the final approval of the application for Federal financial assistance; and

(2) A proposed schedule for the implementation of the applicant's completed designs and plans.

(f) *Execution and Filing of Final Applications.* (1) The original final application shall bear the date of execution and be signed by the Chief Executive Officer of the applicant or by the applicant himself, where the applicant is an individual. Each person required to execute the final application shall execute a certificate in the form of Appendix A hereto.

(2) The original final application and ten (10) copies thereof, shall be filed with the Federal Railroad Administrator, Department of Transportation, 400 7th Street SW., Washington, D.C. 20590. Each copy shall show the dates and signature that appear in the original and shall be complete in itself.

(3) Final applications for preservation funds and planning funds must be submitted to the Administrator for review and approval not later than January 1, 1976. Final Applications for demonstration funds must be submitted to the Administrator for review and approval not later than September 1, 1976.

**§ 256.13 Review and approval of applications.**

(a) *Preliminary Applications.* Preliminary applications shall be reviewed by the Administrator in consultation with the Chairman and the Council. The Administrator shall notify each applicant whether or not his preliminary application has been approved. Those applicants whose preliminary applications have not been approved may submit additional supportive information to the Administrator.

(b) *Final Applications.* The Administrator shall review final applications and shall select and monitor projects most likely to accomplish the following goals:

(1) Demonstrate the capabilities of intermodal terminals to provide a more effective means of passenger interchange between various modes of transportation;

(2) Demonstrate the advantages of joint use terminal facilities to carriers;

(3) Demonstrate a more comprehensive and effective network of energy efficient surface common carrier transportation services through improving coordinated interline intermodal exchange at selected intermodal passenger terminals distinguished by coordinated information systems, schedules, and through ticketing and baggage handling;

(4) Evaluate user response to such coordinated interline intermodal transportation services, and to joint carrier use of terminal facilities;

(5) Demonstrate the potential of underutilized railroad passenger terminals of historical and architectural distinction for improving intermodal passenger transportation services and for providing an appropriate focal point for civic and cultural activities;

(6) Stimulate local public and private investment, by transportation carriers and others, in improved intercity and local public transportation facilities and services;

(7) Encourage the preservation of railroad passenger terminals pending the formulation of plans for reuse; and

(8) Encourage the development of plans for the conversion of railroad passenger terminals into intermodal passenger terminals, civic and cultural activities centers, or both.

(c) *Preferential Consideration.* In reviewing applications for planning funds, the Administrator shall give preferential consideration to applicants whose completed designs and plans will be implemented and effectuated within three years after the date of completion.

(d) *Approval Within 90 Days.* The Administrator will approve or deny each final application within 90 days of the submission dates set forth in § 256.11 (f)(3) and the Administrator will promptly notify in writing each applicant whose application has been approved.

**§ 256.15 Disbursement of financial assistance.**

(a) *Grant Agreement.* After receipt, review, and approval of a final application, the Administrator will enter into a grant agreement with an applicant for the Federal share of the total allowable project costs. The terms and conditions

of payment of the Federal share shall be set forth in the grant agreement.

(b) *Record Retention.* Each recipient of financial assistance under this part shall keep such records as the Administrator shall prescribe, including records which fully disclose the amount and disposition by such recipient of the proceeds of such assistance, the total cost of the project or undertaking in connection with which such assistance was given or used, the amount of that portion of the cost of the project or undertaking supplied by other sources, and such other records as will facilitate an effective audit.

(c) *Audit and Examination.* Until the expiration of three years after the completion of the project or undertaking referred to in paragraph (b) of this section, the Administrator and the Comptroller General of the United States, or any of their duly authorized representatives, shall have access for the purpose of aduit and examination to any books, documents, papers, and records of such receipts which, in the opinion of the Administrator or the Comptroller General, may be related or pertinent to such financial assistance.

APPENDIX A—CERTIFICATE

The following is the form of the certificate to be executed by each person signing a preliminary or final application:

_____ certifies that he is the Chief
(Name of person)
Executive Officer of
_____;
(Name of agency or organization)
that he is authorized to sign and file with the Federal Railroad Administrator this preliminary (final) application; that he has carefully examined all of the statements contained in the preliminary (final) application relating to _____; that he has knowledge of the matters set forth therein and that all statements made and matters set forth therein are true and correct to the best of his knowledge, information and belief.

_____ _____
(Date) (Signature)

Subscribed and sworn to before me the _____ day of _____, 19__.

Issued in Washington, D.C., on July 8, 1975.

ASAPH H. HALL,
*Deputy Administrator.*

[FR Doc.75-18026 Filed 7-9-75;8:45 am]

## Title 50—Wildlife and Fisheries

## CHAPTER I—U.S. FISH AND WILDLIFE SERVICE, DEPARTMENT OF THE INTERIOR

## PART 32—HUNTING

### Bitter Lake National Wildlife Refuge, N.M. and Aransas National Wildlife Refuge, Tex.

The following special regulations are issued and are effective on July 10, 1975.

**§ 32.32 Special regulations; big game; for individual wildlife refuge areas.**

NEW MEXICO

BITTER LAKE NATIONAL WILDLIFE REFUGE

The public hunting of deer on the Bitter Lake National Wildlife Refuge, New Mexico, is permitted only on the North Refuge tract and only during the period November 8 through November 23, 1975, inclusive. The hunting area, comprising 12,000 acres, is delineated on maps available at refuge headquarters, 13 miles northeast of Roswell, New Mexico, and from the Regional Director, U.S. Fish and Wildlife Service, P.O. Box 1306, Albuquerque, New Mexico 87103. Hunting shall be in accordance with all applicable State regulations governing the hunting of deer. The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through November 23, 1975.

TEXAS

ARANSAS NATIONAL WILDLIFE REFUGE

The public hunting of deer and wild hogs with bow and arrow on a portion of the Aransas National Wildlife Refuge, Texas, is permitted from noon September 25 through September 29, October 3 through October 6, and October 10 through October 13, 1975. That portion open to hunting is designated by signs and delineated on maps available at refuge headquarters near Austwell, Texas, and from the Regional Director, U.S. Fish and Wildlife Service, P.O. 1306, Albuquerque, New Mexico 87103. Hunting shall be in accordance with applicable State hunting regulations subject to the following special conditions:

(1) A bag limit of three (3) deer, either sex, no more than 2 bucks, may be taken by each hunter. There is no limit as to the number of wild hogs that may be taken.

(2) All hunters must check in and out of the hunting area at the refuge entrance on Texas Farm Road 2040.

(3) A valid 1975-76 State of Texas hunting license is required of each participant.

(4) All hunting arrows must bear the name and address of the user in a non-water-soluble medium.

(5) No target or field arrows are permitted on the refuge.

(6) Shooting at, or taking of other wildlife species on the refuge other than deer or wild hogs is prohibited.

(7) All motor vehicles must travel only on the shell surfaced roads of the refuge.

(8) No deer may be removed from the refuge without a metal transportation seal being attached to the carcass by a refuge officer.

(9) In the event of an early arrival of any whooping cranes, the refuge or any portion thereof may be immediately closed to hunting.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through October 13, 1975.

Dated: July 3, 1975.

W. O. NELSON, Jr.,
*Regional Director,*
*U.S. Fish and Wildlife Service.*

[FR Doc.75-17908 Filed 7-9-75;8:45 am]

## PART 33—SPORT FISHING

### Lacreek National Wildlife Refuge, S. Dak.

The following special regulation is issued and is effective on July 10, 1975.

**§ 33.5 Special regulations; sport fishing, for individual wildlife refuge areas.**

SOUTH DAKOTA

LACREEK NATIONAL WILDLIFE REFUGE

Sport fishing on the Lacreek National Wildlife Refuge, Martin, South Dakota 57551 will be extended to allow public fishing according to state law on portions of Pool 10 designated by signs, as open to bank and ice fishing. This open area comprises about 1½ linear miles of bank fishing and is delineated on maps available at the Refuge headquarters and from the Area Manager, United States Fish and Wildlife Service, Federal Building, Pierre, South Dakota 57501. Fishing will be permitted at Pool 10 as designated from July 1, 1975 to March 1, 1976. The use of boats for all Lacreek Refuge fishing is prohibited except on the Little White River Recreation Area. Public fishing on Lacreek National Wildlife Refuge may be closed at anytime to protect impassible roads, construction or wildlife. Fisherman must park at designated parking areas.

The provisions of these special regulations supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through March 1, 1976.

Dated: June 27, 1975.

HAROLD H. BURGESS,
*Refuge Manager, Lacreek National Wildlife Refuge, Martin, South Dakota.*

[FR Doc.75-17909 Filed 7-9-75;8:45 am]

## PART 33—SPORT FISHING

### Monte Vista National Wildlife Refuge, Colo.

The following special regulation is issued and is effective on July 10, 1975.

**§ 33.5 Special regulations; sport fishing, for individual wildlife refuge areas.**

COLORADO

MONTE VISTA NATIONAL WILDLIFE REFUGE

Sport fishing by rod, reel and pole on the Monte Vista National Wildlife Refuge, Monte Vista, Colorado, is permitted from 1 p.m. to 5 p.m. on July 27, and from 8 a.m. to 5 p.m. on August 2, August 3, August 9, August 10, August 16 and August 17, 1975, but only on the area designated by signs as open to fishing. This open area, comprising one-half acre, is delineated on maps available at refuge headquarters, Room 204, Federal Building, Monte Vista, Colorado. Sport fishing shall be in accordance with all applicable state regulations. The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of

Federal Regulations, Part 33, and are effective through August 18, 1975.

Dated: July 2, 1975.

CHARLES R. BRYANT,
*Refuge Manager, Monte Vista National Wildlife Refuge, Monte Vista, Colorado.*

[FR Doc.75-17907 Filed 7-9-75;8:45 am]

## Title 17—Commodity and Security Exchanges

## CHAPTER I—COMMODITY FUTURES TRADING COMMISSION

## PART 1—GENERAL REGULATIONS UNDER THE COMMODITY EXCHANGE ACT

### Interim Emergency Rule and Revision of Filing Requirements With Respect to Contract Market Rules

In accordance with the provisions of section 5a(12) of the Commodity Exchange Act (the "Act"), as amended, the Commodity Futures Trading Commission (the "Commission") has adopted a rule pursuant to which a contract marwet may put into effect a temporary rule dealing with trading requirements in emergency circumstances without prior Commission approval. In that connection, the Commission has revised, effective July 18, 1975, § 1.41 of its rules to provide for a definition of "emergency", and, in the process, has revised the other provisions of § 1.41 more adequately to conform those provisions to the Act, as amended by the Commodity Futures Trading Act of 1974 (the "CFTCA").

The Commission's action on these matters is not intended to be permanent. In view of the fact that section 210 of the CFTCA becomes effective on July 18, 1975, the Commission believes it is important to define by that date those emergency situations in which contract markets may, under section 5a(12) of the Act, adopt a temporary rule relating to trading requirements without prior Commission approval. The interim definition of "emergency" contained in subsection (c) of the rule basically utilizes the statutory language of section 8a(9) of the Act, since the Commission has not had the opportunity, in the short period of its existence, to examine, as fully as it believes necessary, the ramifications of a definition of the term "emergency".

Subsection (a) of the rule defines the term "rule" of a contract market to include every type of rule or resolution of such market and any changes or additions thereto, whatever the name given for such rule.

Subsection (b) of the rule requires all rules, other than those adopted under emergency circumstances or those pertaining to margin requirements, to be submitted to the Commission at least 30 days in advance of the proposed effective date of the contract market rule, unless the Commission specifies a shorter time period.

Subsection (c) of the rule permits a contract market, by two-thirds vote of its governing board, to put into effect a temporary rule dealing with trading requirements under emergency circumstances. While the Commission may in the future find it appropriate to adopt a different definition of "emergency" for these purposes, it is satisfied for the time being to define emergency circumstances in substance in accordance with the language contained in section 8a(9) of the Act. The Commission will not, however, consider any interpretation of the language of the rule to be necessarily a precedent for an interpretation of the statutory language of section 8a(9) which grants the Commission (as contrasted with a contract market) authority to declare an emergency.

The adoption of a temporary rule by a contract market requires an affirmative vote of two-thirds of its governing board to the effect that the event giving rise to an emergency is such as to interfere materially with the ability of the contract market to conduct trading in an orderly manner. The Commission regards "any threatened or actual market manipulation or corner * * * which prevents the market from accurately reflecting the forces of supply and demand" and "any act of the United States or a foreign government affecting a commodity * * * which prevents the market from accurately reflecting the forces of supply and demand" to be specific emergency circumstances which do not require further amplification. Additionally, the contract markets are permitted to treat as an emergency "any * * * major market disturbance which prevents the market from accurately reflecting the forces of supply and demand". The latter would allow the contract markets some measure of flexibility in finding the existence of an emergency and, in the view of the Commission, would permit the adoption of a temporary rule by a contract market in such events as, for example, the disruption of utility services (telephone, teletype or power) or severe weather conditions which would preclude the market from operating for a period of time.

Subsection (d) of the rule requires that contract market rules relating to margin requirements be filed promptly with the Commission, but does not require that they be filed at least 30 days in advance, which would be inconsistent with the provision of section 5a(12) of the Act. Nothing contained in subsection (d) of the rule, however, is intended to prevent the Commission from acting with respect to any contract market rule, specifically including, without limitation, margin requirement rules, as provided under the emergency circumstances permitting Commission action (as contrasted with a contract market) under the provisions of section 8a(9) of the Act.

Subsection (e) of the rule specifies the place and the number of copies to be filed.

Accordingly, the Commission has adopted the following rule, effective July 18, 1975. Section 1.41 of 17 CFR Chapter I is revised as follows:

### § 1.41 Contract Market Rules; Filing of Copies; Emergency Circumstances.

(a) For purposes of this Section, the term "rule" of a contract market, or any governing board thereof, or any committee or clearing organization thereof, shall mean the constitution, articles of incorporation, bylaws, rules, regulations, resolutions, interpretations or instruments corresponding thereto, whatever the name, incorporating the stated policies of such contract market, or governing board thereof, or any committee or clearing organization thereof, specifically including, without limitation, any proposed change, amendment, repeal or addition thereto.

(b) Copies of any proposed rule, other than those specified in paragraphs (c) and (d) of this section, shall be filed with the Commission by delivery to its principal office in Washington, D.C. not less than 30 days prior to the proposed effective date thereof or within such shorter period of time as the Commission shall permit. If any change is made in a proposed rule after copies have been filed with the Commission, then the effective date of the proposed rule shall be postponed to take effect within such shorter period of time as the Commission shall permit or, absent such Commission permission, on a date which shall not be less than 30 days after the date when the Commission is notified of such change (unless the change does not alter the substance of the proposed rule or the change is made in conformity with a decision of the Commission). The Commission shall approve the rule if it determines that the rule is not in violation of the provisions of the Act or the regulations of the Commission. Such approval shall be made within 30 days after receipt of the rule, unless the Commission notifies the contract market of the Commission's inability to make such determination within such period of time. In the event the Commission is unable to approve a rule within 30 days, the rule shall not become effective, except upon such conditions as the Commission may provide.

(c) Notwithstanding the foregoing, under emergency circumstances, as hereinafter defined, a proposed rule dealing with trading requirements need not be filed as provided in paragraph (b) of this section, and, by a two-thirds vote of the contract market's governing board, may be placed into immediate effect as a temporary rule of the contract market without prior Commission approval. In such circumstances, the contract market shall immediately notify the Commission of its action, and of the rule adopted, by the fastest available means of communication and shall submit in writing a copy of the rule adopted and a complete explanation of the emergency circumstances. For the purposes of this rule, the term "emergency circumstances" shall mean any threatened or actual market manipulation or corner, any act of the United States or a foreign government affecting a commodity, or any other major market disturbance, any of which

prevents the market from accurately reflecting the forces of supply and demand for the commodity affected. The adoption of a temporary rule by a contract market in an emergency circumstance shall require the affirmative vote of at least two-thirds of the governing board of a contract market to the effect that the event which has occurred materially interferes with the ability of the contract market to conduct trading in an orderly manner.

(d) Copies of any proposed rule relating to margin requirements need not be submitted to the Commission in accordance with the provisions of paragraph (b) of this section, but shall be filed promptly with the Commission after adoption thereof. In addition, each contract market shall notify the Commission promptly of any changes in its membership.

(e) Two copies of all material required to be filed by this Section shall be furnished to the Commodity Futures Trading Commission, 1120 Connecticut Avenue, NW, Washington, D.C. 20036, or such other address as shall then house the Washington, D.C., headquarters of the Commission, and two copies shall be furnished to the Administrator of the Regional Office of the Commission having local jurisdiction with respect to such contract market.

The Commission has adopted the foregoing rule, effective July 18, 1975, pursuant to authority contained in sections 5a(12) and 8a(5) of the Commodity Exchange Act, as amended, 7 U.S.C. 7a(12) and 12a(5).

However, because of the interim nature of the rule being adopted, interested persons are urged to comment on the rule by submitting data, views or arguments in writing to the Commission, 1120 Connecticut Avenue, NW, Washington, D.C. 20036. All comments received prior to September 1, 1975 will be considered before a more definitive rule on emergency circumstances is promulgated by the Commission. The Commission finds that, in view of the importance of having an interim emergency rule in effect on the effective date of section 210 of the CFTCA (July 18, 1975), and the delay which would be entailed if public comments were sought in advance of adoption of the interim rule, compliance with the notices and public procedures specified in 5 U.S.C. 553(b) and 5 U.S.C. 553 (d) would be impracticable and contrary to the public interest, and, accordingly has adopted the foregoing rule effective on July 18, 1975.

Issued in Washington, D.C., on July 7, 1975.

WILLIAM T. BAGLEY,
*Chairman, Commodity Futures Trading Commission.*

[FR Doc.75-17884 Filed 7-9-75;8:45 am]

# proposed rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rulemaking prior to the adoption of the final rules.

## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

### [ 7 CFR Part 917 ]

### FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Proposed Rulemaking

Notice is hereby given that the Department is considering a proposal, as hereinafter set forth, to regulate the grade, size, and container marking of fresh California Bartlett, Max-Red Bartlett, and Red Bartlett variety pears in interstate shipments. Such regulation was unanimously recommended by the Pear Commodity Committee which functions pursuant to the amended marketing agreement and Order No. 917, as amended (7 CFR Part 917). The marketing agreement and order regulate the handling of fresh pears, plums, and peaches grown in California and are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

This notice invites written comments relative to the proposed seasonal regulation of the grade, size, and container marking of the aforementioned pears. The proposal reflects the committee's appraisal of the 1975 California Bartlett pear crop and the current and prospective market conditions. Shipments of such pears are currently regulated by Pear Regulation 4 (39 FR 24625; 29169) through July 31, 1975. The proposed regulation contains the same requirements and would be effective from August 1, 1975, through July 31, 1976. The California Bartlett Pear Advisory Board has recommended to the California Department of Food and Agriculture that identical requirements be imposed on intrastate shipments of the aforementioned pears.

The proposed regulation would require that all fresh California Bartlett, Max-Red Bartlett, and Red Bartlett variety pears shipped in interstate commerce grade at least U.S. Combination with not less than 80 percent, by count, of the pears grading at least U.S. No. 1. It also would require that such pears be not smaller than Size 165 as verified by 12-pound random samples which must contain not more than 43 pears. Finally, it was proposed that containers of all pears, as defined in the marketing order, shall be marked with the name of the variety of the contents or, if the variety is not known, the words "unknown variety."

The proposed grade and size requirements are designed to prevent the handling of pears smaller than the size specified or of a lower grade than specified so as to provide consumers with good quality pears, consistent with the overall quality of the crop, while improving returns to producers pursuant to the declared policy of the act. The proposed marking requirement for containers is designed to prevent deceptive marketing practices, promote buyer confidence, and maintain the integrity of the fresh California pear industry.

All persons who submit written data, views, or arguments in connection with the proposal shall file the same, in quadruplicate, with the Hearing Clerk, Room 112A, U.S. Department of Agriculture, Washington, D.C. 20250, not later than July 22, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b).

The proposal is as follows:

**§ 917.439 Pear Regulation 5.**

(a) *Order*. During the period August 1, 1975, through July 31, 1976, no handler shall ship:

(1) Bartlett or Max-Red (Max-Red Bartlett, Red Bartlett) varieties of pears which do not grade at least U.S. Combination, with not less than 80 percent, by count, of the pears grading at least U.S. No. 1;

(2) Any box or container of Bartlett or Max-Red (Max-Red Bartlett, Red Bartlett) varieties of pears unless such pears are of a size not smaller than the size known commercially as Size 165; or

(3) Any box or container of pears of any variety unless such box or container is stamped or otherwise marked, in plain sight and in plain letters, on one outside end with the name of the variety, if known, or when the variety is not known, the words "unknown variety."

(b) *Definitions*. (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(2) "Size known commercially as Size 165" means a size of pear that will pack a standard pear box, packed in accordance with the specifications of a standard pack, with 165 pears and that a 12-pound random sample, representative of the size of the pears in the box or container, contains not more than 43 pears.

(3) "Standard pear box" means the container so designed in Section 1387.11 of the Regulations of the California Department of Food and Agriculture.

(4) "U.S. No. 1," "U.S. Combination," and "standard pack" shall have the same meaning as when used in the United States Standards for Pears (Summer and Fall), 7 CFR 51.1260–51.1280.

Dated: July 7, 1975.

CHARLES R. BRADER,
*Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.*

[FR Doc.75–17967 Filed 7–9–75;8:45 am]

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### Rural Electrification Administration

### [ 7 CFR Part 1701 ]

### RURAL TELEPHONE PROGRAM

### Preloan Procedures and Requirements for Radio Paging Service

Notice is hereby given that, pursuant to the Rural Electrification Act, as amended (7 U.S.C. 901 et seq.), including the amendment thereto enacted by Pub. L. 93–32, REA proposes to issue a new REA Bulletin 385–6, Preloan Procedures and Requirements for Radio Paging Service. This Bulletin states REA policy concerning loan funds for radio paging equipment for subscriber use, procedural requirements for borrowers seeking loan funds for the above equipment, and other pertinent considerations.

Persons interested in the new Bulletin may submit written data, views or comments to the Director, Telephone Operations and Standards Division, Rural Electrification Administration, Room 1355, South Building, U.S. Department of Agriculture, Washington, D.C. 20250, not later than August 11, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Director, Telephone Operations and Standards Division, during regular business hours.

The text of the new Bulletin is as follows:

[REA Bulletin 385–6]

PRELOAN PROCEDURES AND REQUIREMENTS FOR RADIO PAGING SERVICE

I. *Purpose*. To set forth considerations, requirements and procedures for loan applications to provide radio paging equipment for subscriber use.

II. *General*. A. Applications for loan funds to provide radio paging service should be based on a demonstrated demand and recognized need for the service. Such equipment can provide service to subscribers using a dedicated radio channel with its own base station transmitter or in combination with a base station transmitter used for a two-way radiotelephone system.

B. Much of what is applicable for radiotelephone systems contained in REA TE&CM Section 940 is applicable for radio paging systems.

III. *REA Financing Requirements.* REA financing of radio paging systems may be considered provided that:

A. *Service Using a Dedicated Radio Channel with Its Own Base Station Transmitter.* 1. There exists a demand for the service, supported by a market survey, for at least 25 radio paging units.

2. Evidence is submitted of having signed applications for service from at least 70 percent of the prospective subscribers before loan funds will be released.

B. *Service in Combination with A Base Station Transmitter Used For A Two-Way Radiotelephone System.* 1. There exists a demand for the service, supported by a market survey, for at least 20 radio paging units.

2. Evidence is submitted of having signed applications for service from at least 70 percent of the prospective subscribers before loan funds will be released.

C. *Subscriber Service Requirements.* 1. The borrower certifies that it will not, without obtaining prior REA approval, provide radio paging service to subscribers located outside its service area as defined by maps submitted to REA pursuant to the loan contract and as approved by appropriate regulatory agencies.

2. Where service to subscribers located in areas of adjoining telephone systems is proposed, it will be necessary to submit satisfactory commitments from those systems covering provisions for the service.

IV. *Procedure*—A. *Review with REA Field Representatives.* A borrower contemplating a radio paging system to be financed with REA loan funds should first review its plans (including market survey, engineering of the system, determination of availability of construction funds and other aspects) with REA field representatives.

B. *Market Survey.* 1. If radio paging service is proposed, certain items should be explained to each prospect in making a survey of the potential market. Some of these items are: (a) complete description of the service to be offered, (b) probable geographical coverage of the service offered, (c) provisions for maintenance of the units, and (d) probable level of monthly rates based on a cost estimate of the specific system proposed.

2. The results of the survey should include the following items:

a. A list of signed applicants giving location, within service area or commitment outside service area, nature of business, service requirements, and whether requirements are considered short or long term. When submitting the results to REA, include a description of the basis upon which applications were received, covering type of service (tone, tone and voice, or vibrator type); rates quoted, if any; etc.

b. A list of existing potential applicants giving location, service area, nature of business, estimated service requirements, and whether prospects of taking service are: A (excellent), B (good), or C (fair).

c. The estimated number of subscribers that are expected to request service at the time the service becomes available or within the ensuing 6- to 12-month period.

d. An appraisal of possible future increases in subscriber potential.

C. *Submission of Application for REA Loan Funds.* 1. Where radio paging services is proposed, the borrower should proceed with the survey as outlined in this bulletin. Based on the results of this survey the borrower should request his engineer to provide a basic design and cost estimate for the proposed system. The cost estimate should cover the following items, when applicable:

a. Base station equipment, including antenna and transmission line.

b. Tower, whether guyed or self-supporting type.

c. Connecting facilities when base station is to be remote from central office equipment.

d. Subscriber radio paging units.

e. Land, including improvements, buildings and access road costs.

f. Commercial power costs.

2. The borrower may then submit an application to REA for loan funds outlining the service to be provided and showing the need and demand for the service, including the results of the survey (tabulation form similar to that contained in Appendix A to REA Bulletin 385-1), with the design and estimated cost of the system. See REA TE&CM Section 940 and Item IV-C-1 above.

3. Where existing loan funds are not available, the request for new loan funds should be consolidated with requirements for other purposes. Exceptions may be made when the need is urgent or where loan funds are not needed for other items.

4. Where the use of unexpended funds from existing loans is contemplated, the borrower should submit, in addition to the information set forth in Items IV-C-1 and 2 above, a statement indicating that all budget items have been reviewed and that:

a. Funds for this purpose may be transferred from certain budget items as follows: (List budget items and amounts to be transferred.)

b. Remaining funds will be adequate to complete the remainder of the system and reimbursement will not be requested in future loan applications, or reimbursement for funds transferred will be requested in a future loan application but if not reimbursed the system will remain feasible.

D. *Tariffs.* 1. Prior to establishment of radio paging service an accurate and complete tariff should be prepared and, if required, submitted for approval to the appropriate state regulatory body.

2. This tariff should include a statement covering rules and regulations as well as charges for the service. It must be submitted to REA for approval as to the minimum revenue and other requirements prior to the advance of loan funds.

E. *Approval by Regulatory Bodies.* 1. *The borrower must obtain authorization from the Federal Communications Commission to construct and operate radio transmitting equipment; and where required, it must obtain approval of state regulatory bodies regarding tariffs and related matters.* Special legal assistance may be needed in preparing Federal Communications Commission applications.

2. Proper authorization for construction permits and station license must be obtained from the Federal Communications Commission before radio transmitting equipment may be installed. The application may be filed with the FCC as soon as the borrower determines that funds are or will be available to purchase the equipment. Since the FCC authorization will specify a limited period within which construction must be started, it should not be obtained too far in advance. Upon receipt of the authorization the borrower must submit a reproduced copy to REA. Additional information concerning construction permits and station licenses is included in REA TE&CM section 940.

F. *Purchase and Installation of Equipment.* 1. After REA has reviewed and approved the proposed use of loan funds for the radio paging system, and the borrower has satisfied any REA conditions established as a prerequisite to the advance of loan funds, including authorization from the FCC, the borrower may proceed with the procedures in REA Bulletin 385-2, "Methods of Purchasing Special Electronic Equipment for Use on Systems of Telephone Borrowers," using REA Special Equipment Contract Form 397.

2. Purchase of radio paging units should be limited to those required for subscribers who have signed applications for service and a reasonable number of units for stock. See REA Bulletin 385-2 for further details on purchasing.

G. *Maintenance.* 1. Consideration needs to be given concerning the maintenance and repair of the paging units and associated equipment. One source is having a maintenance contract with the supplier.

H. *Insurance.* 1. As required by REA Bulletin 114-2:414-1, "Minimum Insurance and Fidelity Coverage for Electric and Telephone Borrowers," adequate insurance must be purchased to be effective upon delivery of radio paging facilities. The insurance may be written on the following bases:

a. Fire and Extended Coverage policy, or

b. Inland Marine Floater.

2. Provision should be made to include loss to paging units when operated by subscriber.

Dated: July 2, 1975.

DAVID A. HAMIL,
*Administrator.*

[FR Doc.75-17896 Filed 7-9-75;8:45 am]

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## [ 7 CFR Part 1701 ]

## RURAL TELEPHONE PROGRAM

### REA Equity Policy

Notice is hereby given that, pursuant to the Rural Electrification Act, as amended (7 U.S.C. 901 et seq.), REA proposes to amend REA Bulletin 321-2, Loan Security Requirements for Telephone Loans. The amendments provide for changes in REA policy with respect to equity cash requirements. In addition a non-equity related paragraph no longer needed in this location is being deleted. The proposed amendments to REA Bulletin 321-2 are as follows:

1. Paragraph III. B. is to be deleted.

2. Paragraph II. B. 6. is to be amended to read: "A requirement that generally where a telephone company is formed for the purpose of acquiring and improving existing telephone facilities using the proceeds of an REA loan, the borrower will be required to provide a minimum net worth in the proposed system as a condition of obtaining the loan. A minimum net worth may also be required where special circumstances warrant."

3. Paragraph VIII. A. 1. & 2. is to be changed to VIII. A. and is to be amended to read:

VIII. *Requirements for New Equity Funds.* Where borrowers are required to supplement their existing net worth with new equity funds to be used for various purposes related to the loan, these funds normally shall be provided through the sale of common stock or similar means. However, when the stock is purchased by an affiliated corporation which is also an REA borrower, the proceeds will not be considered as equity for this purpose. Specific provisions related to the requirement of new equity funds are as follows:

A. Where the borrower is required to provide a minimum level of net worth as a condition of obtaining the loan, its existing net worth, as appraised by REA will be applied against the minimum requirement. Where it is insufficient, the borrower will be required to provide the difference in new equity funds.

Persons interested in these changes may submit written data, views or comments to the Director, Telephone Opera-

tions and Standards Division, Rural Electrification Administration, Room 1355, South Building, U.S. Department of Agriculture, Washington, D.C. 20250, on or before July 11, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Director, Telephone Operations and Standards Division during regular business hours.

Dated: July 2, 1975.

DAVID A. HAMIL,
*Administrator.*

[FR Doc.75-17895 Filed 7-9-75;8:45 am]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration

### [ 21 CFR Parts 80, 125 ]

[Docket No. 75N-0107]

### FOOD FOR SPECIAL DIETARY USES

### Extension of Time for Filing Additional Formulation Applications

In the FEDERAL REGISTER of May 28, 1975 (40 FR 23244), the Commissioner of Food and Drugs issued an invitation to interested persons to submit applications for additional formulations of dietary supplements of vitamins and/or minerals, including applications for increased potency of any vitamin(s) or mineral(s) within a combination, under § 80.1 (21 CFR 80.1). A period of 45 days was provided for the submission of such applications.

The Commissioner has received a request for extension of time for filing such applications. Since a date for the hearing has not been decided upon, and thus the granting of the request will not interfere with the orderly program of the hearing, the time for filing applications is hereby extended to August 29, 1975. This notice is issued under provisions of the Federal Food. Drug and Cosmetic Act (secs. 201(n), 401, 403 (a) and (j), 701 (a) and (e), 52 Stat. 1041, 1046-1048, 1055, as amended, 70 Stat. 919 (21 U.S.C. 321(n), 341, 343 (a) and (j), 371 (a) and (e)).

Dated: July 7, 1975.

WILLIAM F. RANDOLPH,
*Acting Associate Commissioner for Compliance.*

[FR Doc.75-17890 Filed 7-9-75;8:45 am]

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### [ 14 CFR Part 91 ]

[Docket No. 12918; Notice No. 73-20A]

### RADIO EQUIPMENT FOR OVERWATER OPERATIONS

### Supplemental Notice of Proposed Rulemaking

On June 28, 1973, the Federal Aviation Administration published a notice of proposed rulemaking (Notice 73-20; 38 FR 17019), relating to radio equipment for overwater operations. Specifically, the notice proposed to amend Subpart D of Part 91 of the Federal Aviation Regulations to permit persons subject to that subpart to operate an airplane in overwater operations with one HF transmitter and one HF receiver rather than dual HF communications equipment, under certain circumstances.

Section 91.191(a) provides, in pertinent part, that no person may take off an airplane for a flight over water more than 30 minutes flying time or 100 nautical miles from the nearest shoreline unless it has at least certain specified operable radio communication and navigational equipment appropriate to the facilities to be used and able to transmit to, and receive from, at any place on the route, at least one surface facility. The equipment specified includes two transmitters and two independent receivers for communications.

In notice 73-20, the FAA recognized that the present requirements of § 91.191 (a) with respect to redundancy of HF radio equipment may impose an undue burden on the operators of aircraft that must have such equipment installed to achieve compliance. The FAA stated its belief that at that time VHF facilities were so extensive on all ocean routes, and the gaps in VHF coverage so small, as to make the likelihood of an HF equipment failure occurring during the absence of VHF coverage very remote.

Accordingly, it was proposed to amend § 91.191 to add an exception in a new paragraph that would provide that when both VHF and HF communications equipment are required for the route and the airplane has two VHF transmitters and two VHF receivers for communications, only one HF transmitter and one HF receiver is required for communications.

The FAA received 11 public comments in response to notice 73-20. Ten of the commentators expressed approval of the proposal. The opposing commentator, the Air Line Pilots Association, noted that all of the comments it received from pilots engaged in extended overwater operations were unanimous in their opinion that VHF facilities are not as extensive as the FAA believed when the notice was issued.

In response to this comment, the FAA has reviewed all relevant facts now available with respect to the extent of VHF facility coverage for overwater routes and this review indicates that significant changes have occurred in VHF coverage over those routes because of changes in the Ocean Station Vessel (OSV) program sponsored by the International Civil Aviation Organization. For example, OSV "November," formerly stationed in the Pacific Ocean approximately midway between the west coast of the United States and the Hawaiian Islands, has been disestablished. Moreover, the United States is no longer participating in the funding of those vessels.

Notwithstanding the reduction in VHF coverage, the FAA believes that there is sufficient justification for the proposed change in the radio equipment requirements for overwater operations. However, in view of the fact that most of the comments were made without an awareness of this reduced coverage, the FAA is issuing this supplemental notice of proposed rule making to allow for the review of those comments and the submission of comments by other interested persons in the light of this information and the additional information contained in this notice.

All comments with respect to this supplemental notice received on or before September 8, 1975, will be considered by the Administrator before taking action on the proposed rule. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue, SW, Washington, D.C. 20591. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The FAA believes that this rule change is supported by the improved reliability of modern HF equipment. In addition, the FAA believes that an overwhelming majority of those large aircraft operating under Subpart D of Part 91 that are able to fly the extended overwater routes on which VHF coverage gaps occur use complex navigation and communication equipment comparable to that used by air carrier aircraft. This reduces the likelihood of emergencies related to navigation and improves their ability to relay messages through other aircraft when air-to-ground VHF coverage is not available.

Moreover, it should be noted that the increasing availability of flight planning and advisory information, including oceanic route and weather information, from both private and government sources, also reduces the likelihood of a need for emergency communications en route.

On October 20, 1972, the FAA issued an exemption to the National Business Aircraft Association, Inc., granting its members relief substantially the same as that provided by this proposed rule change. An FAA inquiry into the operations conducted under that exemption, estimated by NBAA to involve over 1,000 aircraft, has revealed no indication of HF equipment malfunctions or any adverse effect on safety.

With respect to the unreasonable burden on operators of large aircraft operating under Subpart D of Part 91 caused by a required redundancy of HF radio equipment, it should be noted that a large number of those aircraft do not have space available to accommodate the installation of additional HF equipment, and many would require extensive instrument panel or radio console rearrangement.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 91.191 of the Federal Aviations Regulations by amending the lead-in portion of paragraph (a), and by adding a new paragraph (d), to read as follows:

**§ 91.191 Radio equipment for overwater operations.**

(a) Except as provided in paragraphs (c) and (d) of this section, * * *

* * * * *

(d) Notwithstanding the provisions of paragraph (a) of this section, when both VHF and HF communications equipment are required for the route and the airplane has two VHF transmitters and two VHF receivers for communications, only one HF transmitter and one HF receiver is required for communications.

Issued in Washington, D.C., on July 1, 1975.

R. P. SKULLY,
*Director,*
*Flight Standards Service.*

[FR Doc.75-17858 Filed 7-9-75;8:45 am]

## COMMODITY FUTURES TRADING COMMISSION

### [ 17 CFR Part 1 ]

### COMMODITY TRADING ADVISOR DEFINITION

#### Proposed Exclusions

The Commodity Futures Trading Commission ("Commission") is considering the adoption of a regulation which would relieve from the registration requirements of the Commodity Exchange Act ("Act") certain persons who may fall within the literal definition of a commodity trading advisor, but whose registration would serve no substantial public interest.

Under section 2(a)(1) of the Act, a person is a commodity trading advisor if, for compensation or profit, he

1. "Engages in the business of advising others, either directly or through publications or writings" as to

(a) "The value of commodities" or

(b) "The advisability of trading in any commodity for future delivery on or subject to the rules of any contract market"; or

2. "As part of a regular business, issues or promulgates analyses or reports concerning commodities * * *."

This definition is very broad and would include not only persons who give trading advice as to futures contracts but also, for example, persons who issue reports "concerning" physical commodities. However, it is apparent from the statutory exclusions from the definition and from an analysis of other portions of the Act and the legislative history thereof, that Congress did not contemplate the regulation or registration of all persons who come within the definition.

Section 2(a)(1) of the Act provides that the definition of commodity trading advisor does not include:

1. "Any bank or trust company",

2. "Any newspaper reporter, newspaper columnist, newspaper editor, lawyer, accountant or teacher",

3. "Any floor broker or futures commission merchant",

4. "The publisher of any bona fide newspaper, news magazine, or business or financial publication of general and regular circulation, including their employees",

5. "Any contract market", and

6. "Such other persons not within the intent of this definition as the Commission may specify by rule, regulation or order";

*"Provided, That the furnishing of such services by the foregoing persons is solely incidental to the conduct of their business or profession"* (emphasis supplied).

In granting the Commission the power to specify other persons not within the intent of the definition, Congress recognized that there would be no substantial public interest served by having such persons register as commodity trading advisors. In its Report on the Commodity Futures Trading Commission Act ("CFTCA") the House of Representatives Committee on Agriculture stated that it intended that the discretionary power vested in the Commission to exclude by rule, regulation or order, persons not within the intent of the definition "be exercised to exempt from registration those persons who otherwise meet the criteria for registration . . . if, in the opinion of the Commission, there is no substantial public interest served by such registration".[1]

The Senate Committee on Agriculture and Forestry stated that it had approved without change the provisions of the House Bill for the regulation of commodity trading advisors, but wished to make clear that many individuals who are engaged in the buying and selling of commodities may

> in the course of their arms-length transactions with customers, offer opinions on the value of commodities or commodity futures which are entirely gratuitous. Any such incidental expression of views does not bring either an employee or his employer within the definition of 'commodity trading advisor'.[2]

Congress was seeking to regulate those persons who, on a basis not solely incidental to the conduct of their business or profession, engage in activities for compensation or profit which encourage transactions for the purchase and sale of commodities for future delivery on contract markets.

In a FEDERAL REGISTER notice of May 12, 1975, the Commission requested comments upon the circumstances in which the registration of a person who comes within the trading advisor definition would serve no substantial public interest so that the Commission could formulate standards for granting exclusions, if appropriate, from the commodity trading advisor definition.[3] The Commission has reviewed the few comments received to date.

With the foregoing in mind, the Commission is considering the adoption of a regulation which would exclude a person from the commodity trading advisor definition (1) because such person furnishes the kind of services or advice not contemplated in the definition, or (2) because such person is already registered with the Commission and, in light of the circumstances in which advisory services are furnished, registration as a commodity trading advisor would serve no additional public interest.

The first situation would exclude, among other groups, certain trade associations, and the second situation would exclude certain associated persons and commodity pool operators.

Therefore, pursuant to its authority under sections 2(a)(1) and 8a(5) of the Act, the Commission proposes the adoption of § 1.54 of the regulations as set forth below.

**§ 1.54 Persons not within the commodity trading advisor definition.**

(a) A person is not a commodity trading advisor if:

(1) The furnishing by such person of the services specified in section 2(a)(1) of the Act is solely incidental to the conduct of such person's business or profession,

(2) Such person does not hold himself out generally to the public as a commodity trading advisor, and

(3) Such services:

(i) Are not intended, directly or indirectly, to forecast or predict the price of any commodity for future delivery on any contract market, and

(ii) Do not contain any advice or suggestion which, in light of the circumstances in which such services are rendered, is intended to, or can be expected to, encourage or discourage trading in any commodity for future delivery on any contract market.

(b) A person is not a commodity trading advisor if the furnishing by such person of the services specified in section 2(a)(1) of the Act is solely incidental to the conduct of such person's business or profession and:

(1) At the time such services are furnished, such person is duly registered under the Act as a person associated with a futures commission merchant or agent thereof as described in section 4k of the Act, and such services are furnished in the name of, and on behalf of, such futures commission merchant and do not include any information, advice or suggestion which differs in any material respect from the information, advice, or suggestion then being furnished to others by such futures commission merchant; or

[1] H.R. Rep. No. 93-975, 93d Cong., 2d Sess. (1974), p. 29.

[2] S. Rep. No. 93-1131, 93d Cong., 2d Sess. (1974), p. 24.

[3] See 40 FR 20663-4 (May 12, 1975).

(2) At the time such services are furnished, such person is duly registered under the Act as a commodity pool operator, and such services are directed solely to, and for the sole use of, the commodity pool or pools for which such person has so registered and the participants therein.

The Commission recognizes that publishing this rule for comment will cause some uncertainty with regard to the registration status of those persons who might be within the proposed exclusion. To alleviate that uncertainty somewhat, it has been determined that until such time as the Commission reviews the comments received respecting this proposed rule and determines whether to adopt the rule as proposed, in an amended form, or not at all, no enforcement action will be taken, on the basis of failure to register, against any person who is within the proposed exclusion.

In addition, it should be noted that the Commission will continue to process any applications filed with the Commission. If the proposed rule or any similar rule is ultimately adopted, the Commission will provide an expedited procedure for withdrawal of applications and withdrawal from registration for those persons who may wish to withdraw.

Interested persons may participate in the proposed rulemaking by submitting comments in written form by July 28, 1975, to the Commodity Futures Trading Commission, 1120 Connecticut Avenue, NW, Washington, D.C. 20036.

Issued in Washington, D.C., on July 3, 1975.

WILLIAM T. BAGLEY,
*Chairman, Commodity Futures Trading Commission.*

[FR Doc.75-17883 Filed 7-9-75;8:45 am]

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## [ 17 CFR, Part 1 ]

## COMMODITY POOL OPERATOR DEFINITION

### Proposed Exclusions

The Commodity Futures Trading Commission ("Commission") is considering the adoption of a regulation which would relieve from the commodity pool operator registration requirements of the Commodity Exchange Act ("Act") those operators who meet certain strict criteria.

Under section 2(a)(1) of the Act, the term "commodity pool operator" means

> any person engaged in a business which is of the nature of an investment trust, syndicate, or similar form of enterprise, and who, in connection therewith, solicits, accepts, or receives from others, funds, securities, or property, either directly or through capital contributions, the sale of stock or other forms of securities, or otherwise, for the purpose of trading in any commodity for future delivery on or subject to the rules of any contract market, but does not include such persons not within the intent of this definition as the Commission may specify by rule or regulation or by order.

It appears that in providing for the registration and regulation of commodity pool operators, Congress was concerned with persons (1) soliciting unsophisticated traders and (2) misappropriating invested funds. This is apparent from the requirements that a pool operator disclose the futures market positions of each of its principals and furnish statements of account to each pool participant;[1] from the emphasis in Section 2(a)(1) on the handling of the funds and property of others; from the fact that the legislative history of the commodity pool operator provisions refers to the loss by "unsophisticated traders" of "substantial amounts of money;"[2] and from the fact that investment companies, which, like commodity pools, are liquid pools of capital, have been strictly regulated by Congress to prevent mismanagement of invested funds.[3]

In a FEDERAL REGISTER notice of May 12, 1975, the Commission requested comments upon the circumstances in which exclusions from the commodity pool operator definition would be in the public interest so that the Commission could formulate standards for granting exclusions, if appropriate.[4] No comments were received suggesting any bases for exclusions. Nevertheless, the Commission believes that under limited circumstances the benefit to the participants in the pool and to the public in general of the registration of the pool operator may be so minimal as to be outweighed by the burden which registration and the consequential regulation places on the pool operator and, ultimately, the pool itself. Therefore, pursuant to its authority under sections 2(a)(1) and 8a(5) of the Act, the Commission is considering the adoption of § 1.55 of the regulations under the Act as set forth below.

**§ 1.55 Persons not within the commodity pool operator definition.**

(a) A person is not a commodity pool operator within the meaning of the Act if each of the following conditions are met:

(1) Such person is an operator of no more than one commodity pool at any time;

(2) There are no more than 10 participants in the pool operated by such person;

(3) Neither such person nor any participant in the pool operated by such person:

(i) Is a future commission merchant, an associated person or a director, officer, partner or person performing similar functions or controlling person of a futures commission merchant, or

(ii) Receives any compensation or payment directly or indirectly, from any futures commission merchant with which such pool has an account;

(4) Neither such person nor any partner, officer, director, person performing similar functions or controlling person of any of the foregoing persons, nor any person acting on behalf of, or at the direction of, any of the foregoing persons, in connection with the formation or operation of the pool operated by such person, or the solicitation, acceptance or receipt of the funds, securities or property to be invested in, or contributed to, such pool, shall use any form or means of general solicitation or general advertisement, including but not limited to, any advertisement, article, notice or other communication published in any newspaper, magazine or similar medium or broadcast over television or radio, or any seminar; and

(5) The total assets of the pool operated by such person which are used for the purpose, or intended to be used for the purpose, of trading in any commodity for future delivery on or subject to the rules of any contract market shall not exceed $50,000.

(b) For the purposes of this section the following definitions shall apply:

(1) The term "pool" shall mean any investment trust, syndicate, corporation, partnership, association, jointstock company, trust, enterprise or any organized group of persons whether incorporated or not.

(2) The term "participant" shall mean any individual, association, partnership, corporation, trust, or other entity, which has a right to share in the profits or otherwise to participate in a distribution, and any of such entities shall be counted as one participant unless such entity was organized for the specific purpose of becoming a participant in the pool operated by such person, in which case each beneficial owner of equity interests or equity securities in such entity shall count as a separate participant.

The Commission recognizes that publishing this rule for comment will cause some uncertainty with regard to the registration status of those persons who might be within the proposed exclusion. To alleviate that uncertainty somewhat, it has been determined that until such time as the Commission reviews the comments received respecting this proposed rule and determines whether to adopt the rule as proposed, in an amended form, or not at all, no enforcement action will be taken, on the basis of failure to register, against any person who is within the proposed exclusion.

In addition, it should be noted that the Commission will continue to process any applications filed with the Commission. If the proposed rule or any similar rule is ultimately adopted, the Commission will provide an expedited procedure for withdrawal of applications and withdrawal from registration for those persons who may wish to withdraw.

Interested persons may participate in the proposed rulemaking by submitting comments in written form by July 28, 1975, to the Commodity Futures Trading Commission, 1120 Connecticut Avenue, NW, Washington, D.C. 20036.

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[1] Sections 4n(4)(B) and 4n(5).

[2] H.R. Rep. No. 93-975, 93rd Cong., 2d Sess. (1974), p. 79. The statement was made by the Assistant Secretary of Agriculture to the House Agriculture Committee and was directed as well to commodity trading advisors.

[3] There is a legislative finding to this effect in section 1(b)(2) of the Investment Company Act of 1940.

[4] 40 FR 20663 (May 12, 1975).

Issued in Washington, D.C., on July 3, 1975.

WILLIAM T. BAGLEY,
*Chairman, Commodity Futures Trading Commission.*

[FR Doc.75-17882 Filed 7-9-75;8:45 am]

## CONSUMER PRODUCT SAFETY COMMISSION

### [ 16 CFR Part 1016 ]

### PRIVATE LITIGATION

### Policies and Procedures Regarding Information Disclosure and Commission Employee Testimony

PROPOSED INTERIM GUIDELINES

The purpose of this notice is to propose Consumer Product Safety Commission regulations concerning the availability of Commission employees to testify in private litigation.

OFFICIAL RECORDS AND INFORMATION

The regulations proposed here provide for the availability of Commission records to private litigants, as they are available to the public generally, under the Commission's Proposed Interim Guidelines issued pursuant to the Freedom of Information Act (5 U.S.C. 552), as amended from time to time (39 FR 30298, August 24, 1974). In addition, the proposed regulations provide for certification of the authenticity of Commission records upon written request directed to the Office of the Secretary.

TESTIMONY BY COMMISSION EMPLOYEES

The proposed regulations as to employee testimony in private litigation carry out the Commission's policy to determine employee availability on a case by case basis. The Commission's regulations are intended to make possible a fair and evenhanded approach to each determination, with recognition of the facts that Commission resources are limited and that there will be instances therefore, where employees cannot be made available. Sec. 1016(5)(b) sets out the criteria the Commission will apply and the conditions that may attach to a decision to make an employee available.

Pending the issuance of final regulations, records and testimony shall be made available to private litigants using the regulations proposed in this notice as guidelines. Accordingly, under provisions of the Consumer Product Safety Act (86 Stat. 1207; (15 U.S.C. 2051)), the Federal Hazardous Substances Act (74 Stat. 372 as amended; (15 U.S.C. 1261)), the Poison Prevention Packaging Act of 1970 (84 Stat. 1670; (15 U.S.C. 1571), the Refrigerator Safety Act (70 Stat. 953; (15 U.S.C. 1211)), the Flammable Fabrics Act (67 Stat. 11 as amended; (15 U.S.C. 1191)), and the Public Information Act (Freedom of Information Act) (Pub. L. 89-487 as codified by Pub. L. 99-23, 81 Stat. 54; (5 U.S.C. 552)), the Commission proposes to add a new Part 1016 to Title 16, Chapter II, Subchapter A, as follows:

## PART 1016—POLICIES AND PROCEDURES REGARDING INFORMATION DISCLOSURE AND COMMISSION EMPLOYEE TESTIMONY IN PRIVATE LITIGATION

Sec.
1016.1 Purpose and Policy.
1016.2 Disclosure and certification of information and records.
1016.3 Response to subpoena duces tecum.
1016.4 Requests or subpoena for an accident or investigation report made under the Consumer Product Safety Act.
1016.5 Testimony by Commission employees in private litigation.
1016.6 Appearance of Commission employees in private litigation in an unofficial capacity.

AUTHORITY: Consumer Product Safety Act (15 U.S.C. 2051-81), the Federal Hazardous Substances Act (15 U.S.C. 1261-1274), the Flammable Fabrics Act (15 U.S.C. 1191-1204), the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471-76), the Refrigerator Safety Act (15 U.S.C. 1211-14, and the Freedom of Information Act (15 U.S.C. 552).

### § 1016.1 Purpose and policy.

The regulations of this part describe the policies and procedures of the Commission with respect to the disclosure of information and records to parties in private litigation and with respect to testimony by Commission employees in private litigation. It is the policy of the Commission where possible to make available official records and employee testimony in private litigation. Official records shall be made available to private litigants as they are available to the public generally. The availability of employees to testify in private litigation shall be fair and evenhanded but based on the recognition that there are limitations on the Commission resources.

### § 1016.2 Disclosure and certification of information and records.

(a) Identifiable information on records in the possession of the Commission shall be made available to private litigants in accordance with the Commission's Procedures for Disclosure or Production of Information under the Freedom of Information Act (16 CFR 1015) (5 U.S.C. 552) and under applicable sections of the Consumer Product Safety Act (15 U.S.C. 2055(a)(2), 2055(b), and 2074(c)).

(b) A request or subpoena for records should be sent in writing to the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207. The Secretary shall make available to the applicant any requested insion may make public in accordance with § 1016.2(a).

(c) Upon request, the Secretary of the Commission shall certify the authenticity of copies of Commission records. Requests for such certification should be addressed to the Office of the Secretary at the above address.

### § 1016.3 Response to subpoena duces tecum.

Whenever a subpoena duces tecum has been lawfully served upon any officer or employee of the Commission, commanding the production of any record, such officer or employee shall immediately notify the Office of the Secretary. Unless otherwise authorized by the Secretary, the officer or employee shall appear in response to the subpoena and respectfully decline to produce the record on the ground that it is prohibited by this section, and state that the production of the record(s) involved will be handled under the procedures established in this Part 1016.

### § 1016.4 Request or subpoena for an accident or investigation report made under the Consumer Product Safety Act.

(a) Pursuant to its responsibilities under 15 U.S.C. 2074(c), the Commission will make available any accident or investigation report made under the Consumer Product Safety Act, but only in a manner that does not identify any injured party or person treating him or her unless his or her express consent is obtained to permit identification.

(b) The Commission will not knowingly make available any accident or investigation report to a party in litigation with the person whose injury is the subject of the report or the person treating him or her. In such a case, the party seeking the report should use applicable discovery procedures to obtain the report from the opposing party or obtain from the opposing party a consent to its release by the Commission.

### § 1016.5 Testimony by Commission employees in private litigation.

(a) It is the responsibility of the Commission to conserve the time of its employees for the conduct of official business and to maintain strict impartiality toward private litigants. Accordingly:

(1) No officer or employee of the Commission, except as authorized by the Secretary of the Commission pursuant to this section or in the discharge of his or her official duties, shall give any testimony before any tribunal pertaining to any function of the Commission or with respect to any information acquired in the discharge of his or her official duties.

(2) Whenever a subpoena has been lawfully served upon an officer or employee of the Commission commanding the giving of any testimony, such officer or employee shall immediately notify the Secretary of the Commission. Unless otherwise authorized by the Secretary, such officer or employee shall appear in response thereto and respectfully decline to testify on the ground that it is prohibited by this section.

(b) A person who desires testimony from a Commission employee may make written request therefor, directed to the Secretary of the Commission, setting forth his or her interest in the matter sought to be disclosed and designating the use to which such testimony will be put in the event of compliance with the request. When the party seeking testimony has made a showing that evidence of the facts adduced by him or her is

not reasonably available by any other method, that the results of the litigation will have significant implications for future Commission actions or policies, or that Commission actions are directly involved in the lawsuit, the Secretary may grant permission for the employee to testify. In granting permission, the Secretary shall arrange for the testimony to be taken by a method sufficient to meet the needs of the party and that will cause a minimum of disruption to Commission business. Ordinarily, the Secretary shall require that affidavits, interrogatories, or depositions be prepared at the location to which the employee is assigned at a time arranged to avoid interference with performance of the employee's official duties.

**§ 1016.6 Appearance of Commission employees in private litigation in an unofficial capacity.**

(a) A Commission employee may testify as an expert witness in private litigation in an unofficial capacity and not on Government time, provided that:

(1) The testimony to be given will not concern or relate to a subject matter about which the employee has acquired non-public information in the discharge of his or her official duties, and

(2) The employee does not accept employment or compensation, in any form, from a manufacturer who is subject to the Consumer Product Safety Act.

(b) If an employee is uncertain about the application of this section, he or she will obtain the advice and approval of the Secretary of the Commission before agreeing to testify.

(c) When testifying in private litigation, the employee, at the time he or she is asked the nature of his or her employment, should state for the record that his or her opinions do not necessarily represent the views of the Commission.

Interested persons are invited to submit, on or before August 11, 1975 written comments regarding this proposal. Comments received after this date will be considered to the extent practicable. Comments and any accompanying data or material should be submitted, preferably in five copies, addressed to the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207. Comments may be accompanied by a memorandum or brief in support thereof. Received comments may be seen in the Office of the Secretary, 10th Floor, 1750 K Street, NW, Washington, D.C., during working hours Monday through Friday.

Dated: July 3, 1975.

SHELDON D. BUTTS,
*Acting Secretary, Consumer Product Safety Commission.*

[FR Doc.75-17874 Filed 7-9-75;8:45 am]

## FEDERAL HOME LOAN BANK BOARD

**[ 12 CFR Part 571 ]**

[No. 75-570]

### FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

### Proposed Statement of Policy Relating to Exclusive Leases

JUNE 25, 1975.

*Summary.* The following outline regarding the amendment proposed herein is including for the reader's convenience and is subject to the full description in the preamble as well as the specific provisions in the statement of policy.

I. *Present Situation.* The Corporation has no express policy on whether insured institutions may enter into leases or other agreements by which they obtain the right to prohibit other financial institutions from leasing or otherwise acquiring office or operating space within a regional shopping center under control of the lessor.

II. *Proposed Statement of Policy.* The proposed statement of policy sets forth the dangers to insured institutions inherent in exclusive agreements and states that, depending on the facts of the particular case, the Corporation may consider that such agreements involve an unsafe or unsound practice.

III. *Reason for Change.* Use of an exclusive agreement can thwart competition and expose an association to antitrust liability.

The Federal Home Loan Bank Board, as operating head of the Federal Savings and Loan Insurance Corporation, considers it advisable to propose to amend Part 571 of the rules and regulations for insurance of accounts (12 CFR Part 571), entitled "Statements of Policy", by addition of a new § 571.11 relating to use of exclusive leases and similar agreements by insured institutions.

At present the Corporation has no express policy on whether an insured institution may enter into a lease or other agreement or understanding with respect to an office or operating site within a regional shopping center by which it obtains the right to prohibit another financial institution from leasing or otherwise acquiring office or operating space under control of the lessor.

The Corporation believes that exclusionary agreements carry substantial risks of antitrust liability and should not be entered into by insured institutions. They may violate the antitrust laws as restraints of trade under section 1 of the Sherman Act, attempts to monopolize under section 2 of the Act, or unfair methods of competition under section 5 of the Federal Trade Commission Act. Depending upon the facts of a particular case, therefore, the Corporation may determine that entering into such an agreement is an unsafe or unsound practice. Among the facts to be considered in making such determination are the market area where the agreement is in effect and the size of the institution involved.

Accordingly, the Board hereby proposes to amend Part 571 by adding thereto a new § 571.11 to read as set forth below.

Interested persons are invited to submit written data, views, and arguments to the Office of the Secretary, Federal Home Loan Bank Board, 320 First Street NW, Washington, D.C. 20552, by August 11, 1975, as to whether this proposal should be adopted, rejected, or modified. Written material submitted will be available for public inspection at the above address unless confidential treatment is requested or the material would not be made available to the public or otherwise disclosed under § 505.5 of the General Regulations of the Federal Home Loan Bank Board (12 CFR 505.5).

**§ 571.11 Exclusive leases and similar agreements.**

(a) It is the policy of the Corporation to scrutinize leases, agreements or understandings with respect to office or operating sites within a regional shopping center under which an insured institution obtains the right to prohibit other financial institutions from leasing or otherwise acquiring office or operating space under control of the lessor or other person from whom the office or operating space is acquired. Such arrangements may violate the antitrust laws. They may involve restraints of trade under section 1 of the Sherman Act, attempts to monopolize under section 2 of that Act, or unfair methods of competition under section 5 of the Federal Trade Commission Act. Such violations could result in treble damage liability to the insured institution with attendant risk to the Corporation. Depending upon the facts of an individual case, the Corporation may determine that because of this risk such an arrangement is an unsafe or unsound practice for an insured institution. In making this determination, the Corporation will consider among other facts the market area in question and the size of the institution involved.

(b) For purposes of this section, a regional shopping center is a group of commercial establishments planned, developed, owned or managed as a unit with off-street parking provided on the property, having a gross floor area of 400,000 square feet or more, and including as tenants, one or more department stores.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR 1943-48 Comp., p. 1071)

By the Federal Home Loan Bank Board.

[SEAL] A. CATHERINE POORE,
*Assistant Secretary.*

[FR Doc.75-17924 Filed 7-9-75;8:45 am]

# notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

## DEPARTMENT OF THE TREASURY

### Office of Revenue Sharing

### ENTITLEMENT PERIOD 5

### Final Date of Allocations

Pursuant to § 51.22(a), as amended on February 28, 1974 (39 FR 8324) of Title 31 of the Code of Federal Regulations (Part 51), promulgated under the State and Local Fiscal Assistance Act of 1972 (Pub. L. 92–512, 31 U.S.C. Supp. III, Chapter 24), and pursuant to notice of procedure for improvement of entitlement data published in the FEDERAL REGISTER on March 13, 1974 (39 FR 9679), notice is hereby given that the final date for the determination of allocations and entitlements, including adjustments thereto, applicable to Entitlement Period 5 for recipient governments was June 30, 1975. This closing date will not be applicable for those recipient governments who have a request pending as of June 30, 1975, for substantiation or correction of data elements by the Office of Revenue Sharing filed pursuant to the notice of March 13, 1974 (39 FR 9679) nor to those recipient governments who have under review their entitlement data for Entitlement Period 6, adjustments to which may affect the final entitlement data verifications for Entitlement Period 5.

Dated: July 3, 1975.

[SEAL] GRAHAM W. WATT,
*Director,*
*Office of Revenue Sharing.*

[FR Doc.75–17881 Filed 7–9–75;8:45 am]

## DEPARTMENT OF DEFENSE

### Office of the Secretary

### DEFENSE SCIENCE BOARD

### Advisory Committee Meeting

The Defense Science Board will meet in closed session on 4–8 and 11–15 August 1975 at the Naval War College, Newport, Rhode Island.

The mission of the Defense Science Board is to advise the Secretary of Defense and the Director of Defense Research and Engineering on scientific and technical matters as they affect the perceived needs of the Department of Defense.

A meeting of the Board has been scheduled for 4–8 and 11–15 August 1975 to examine the substance, interrelationships, and U.S. national security implications of three critical subject areas identified and tasked to the Board by the Director of Defense Research and Engineering. The subject areas are: Key Intelligence Questions, Tactical Satellite Applications, and Defense Technology Base Strategy. The period of study is anticipated to culminate in the formulation of specific recommendations to be submitted to the Secretary of Defense, via the Director of Defense Research and Engineering, for his consideration in determining policies, short- and long-range plans, and in shaping appropriate implementing actions as they may affect the U.S. national defense posture.

In accordance with section 10(d) of Appendix I, Title 5, United States Code, it has been determined that this Defense Science Board meeting concerns matters listed in section 552(b) of Title 5 of the United States Code, specifically Subparagraph (1) thereof, and that accordingly this meeting will be closed to the public.

MAURICE W. ROCHE,
*Director, Correspondence and Directives OASD (Comptroller).*

JULY 7, 1975.

[FR Doc.75–17951 Filed 7–9–75;8:45 am]

## DEPARTMENT OF JUSTICE

### Law Enforcement Assistance Administration

### LAW ENFORCEMENT/PRIVATE SECURITY ADVISORY COUNCIL

### Meeting

Notice is hereby given that the Law Enforcement/Private Security Relationship Study Committee of the Private Security Advisory Council to the Law Enforcement Assistance Administration will meet on August 13, 1975, at the Marriott Motor Hotel, O'Hare International Airport, Chicago, Illinois. The meeting will begin at 9:30 a.m. and will adjourn at approximately 4:30 p.m.

The purpose of this meeting is to review in-progress work on an in-depth study of the relationship between private security and public law enforcement with emphasis on sources of potential conflicts and proposed recommendations to alleviate or eliminate such sources of conflict. The meeting will be open to the public.

Further information concerning this meeting may be obtained from: Mr. Irving Slott, Director, Program Development & Evaluation, Office of National Priority Programs, LEAA, U.S. Department of Justice, 633 Indiana Avenue, NW, Washington, D.C. 20531. 202/376–3687.

GERALD YAMADA,
*Attorney-Advisor,*
*Office of General Counsel.*

[FR Doc.75–17911 Filed 7–9–75;8:45 am]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[R 4518]

### CALIFORNIA

### Opening of Lands

JUNE 30, 1975.

By virtue of the authority contained in section 24 of the Act of June 10, 1920, 41 Stat. 1075, as amended, 16 U.S.C. 818 (1970) and pursuant to the authority delegated by the State Director (37 FR 491, January 12, 1972) as amended, and pursuant to the determination of the Federal Power Commission in DA–1109, California, October 25, 1973, it is ordered as follows:

1. In DA–1109 California, dated October 25, 1973, the Federal Power Commission determined that the value of the following described lands withdrawn pursuant to the filing of an application for Power Project No. 2426, will not be injured or destroyed for Power Purposes by restoration to location, entry, or selection under the public land laws, for the purposes of effectuating a, Forest Service land exchange, subject to the provisions of section 24 of the Federal Power Act:

SAN BERNARDINO MERIDIAN, CALIFORNIA

T. 2 N., R. 4 W.,
Sec. 4, Lots 3, 4, N½N½ of Lot 5, N½N½ of Lot 6;
Sec. 5, Lot 1, N½N½ of Lot 8;
Sec. 6, Lots 1, 2, 3, 6 through 12, and U.S. Forest Service Miller Canyon administrative site, containing 1.29 acres, more or less, in the SE¼SE¼;
Sec. 8, S½N½NE¼, NW¼NW¼NE¼, N½S½NE¼, N½S½S½NE¼, S½SE¼SW¼NE¼, S½S½SE¼NE¼, NE¼NW¼, N½S½NW¼, N½SE¼SW¼NW¼, N½S½SE¼NW¼, N½N½NE¼SE¼;
Sec. 9, S½S½NE¼, S½NW¼, N½N½SW¼, N½N½SE¼, N½SE¼NE¼SE¼;
Sec. 10, SW¼SW¼NW¼, NW¼SW¼.
T. 3 N., R. 4 W.,
Sec. 31, S½S½NE¼, SE¼SE¼NW¼, SE¼;
Sec. 32, SE¼NE¼, S½S½NW¼, SW¼, NE¼SE¼, S½SE¼;
Sec. 33, SW¼NW¼, SW¼, W½SE¼.
T. 2 N., R. 5 W.,
Sec. 1, NE¼ of Lot 9, SE¼NW¼ of Lot 9, S½ of Lot 9, S½ of Lot 10, S½ of Lot 11, S½ of Lot 12, E½SW¼, W½SW¼;
Sec. 2, S½ of Lot 9, E½SE¼ of Lot 10, E½E½NW¼SE¼, NE¼SE¼;
Sec. 12, NE¼NE¼NE¼NE¼.

The areas described aggregate approximately 2,081.54 acres within the San Bernardino N.F. in San Bernardino County, California.

The State of California has waived its preference right of application for highway rights-of-way or material sites afforded it by section 24 of the Federal

Power Act. At 10 a.m., on August 11, 1975, the lands shall be made available for consummation of pending Forest Service Exchange applications R 4457, R 4461, and CA 74, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable law, and subject to the provisions of section 24 of the Federal Power Act, *supra*.

The lands have been open to applications and offers under the mineral leasing laws, and to location under the United States mining laws subject to provisions of the Act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

Inquiries concerning the lands should be addressed to the Bureau of Land Management, Room E-2841, Federal Office Building, 2800 Cottage Way, Sacramento, California 95825.

JOAN B. RUSSELL,
*Acting Chief, Branch of Lands and Minerals Operations.*

[FR Doc.75-17875 Filed 7-9-75;8:45 am]

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[ES 14837]

## MINNESOTA

### Proposed Withdrawal of Land

JULY 3, 1975.

The United States Fish and Wildlife Service has filed an application for the withdrawal of 5.40 acres of land described as Islands, Tracts 37 and 38, Hungry Lake, T. 138 N., R. 39 W., Fifth Principal Meridian, Minnesota, from all forms of appropriation, including mining and mineral leasing.

The applicant proposes to utilize the islands as a refuge for migratory birds and as satellites of the Tamarac National Wildlife Refuge, located approximately six miles to the north.

Through August 11, 1975, all persons who wish to submit comments, suggestions, or objections in connection with the proposed action may present their views in writing to the undersigned officer of the Eastern States Office, Bureau of Land Management, 7981 Eastern Avenue, Silver Spring, Maryland 20910.

The Department's regulations, 43 CFR 2351.4(c), provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the land and its resources. The officer will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the land and its resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the land will be further withdrawn as requested by the applicant agency.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

LANE J. BOUMAN,
*Acting Director, Eastern States.*

[FR Doc.75-17905 Filed 7-9-75;8:45 am]

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[NM 26027]

## NEW MEXICO

### Application

JULY 3, 1975.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), Southern Union Gas Company has applied for a 4 inch natural gas pipeline right-of-way across the following lands:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 31 N., R. 10 W.
Sec. 6, lots 8 and 9.
T. 32 N., R. 10 W.
Sec. 31, lots 15, 18 and 19.

This pipeline will convey natural gas across .743 miles of national resource lands in San Juan County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, 3550 Pan American Freeway, NE, Albuquerque, NM 87107.

FRED E. PADILLA,
*Chief, Branch of Lands and Minerals Operations.*

[FR Doc.75-17906 Filed 7-9-75;8:45 am]

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[Wyoming 51438]

## WYOMING

### Application

JULY 3, 1975.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 185), Stauffer Chemical Company has applied for a natural gas pipeline right-of-way across the following lands:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 21 N., R. 103 W.,
Sec. 8, SE¼NE¼ and N½S½.
T. 21 N., R. 104 W.,
Sec. 12, NE¼SW¼, S½SW¼, and N½SE¼;
Sec. 14, NE¼NE¼ and S½NE¼.

The pipeline will convey natural gas from the Luff-Leucite Federal well 1-8 in sec. 8, T. 21 N., R. 103 W. to an existing pipeline in sec. 14, T. 21 N., R. 104 W., in Sweetwater County, Wyoming.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved and, if so, under what terms and conditions.

Interested persons desiring to express their views should send their name and address to the District Manager, Bureau of Land Management, P.O. Box 1869, Rock Springs, WY 82901.

PHILIP C. HAMILTON,
*Chief, Branch of Lands and Minerals Operations.*

[FR Doc.75-17076 Filed 7-9-75;8:45 am]

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## OUTER CONTINENTAL SHELF RESEARCH MANAGEMENT ADVISORY BOARD

### Agenda for Meeting

This Notice is issued in accordance with the provisions of the Federal Advisory Committee Act, Pub. L. No. 92-643, 5 U.S.C. App. I and the Office of Management and Budget Circular No. A-63, Revised.

The Outer Continental Shelf Research Management Advisory Board will meet during the period 9:30 a.m., July 24 to 4 p.m., July 25 in Rooms 7000 A and B, Department of the Interior, Washington, D.C. The meeting will cover the following principal subjects:

1. *Basic OCS program.*
Current OCS leasing schedule, including information on nominations.
Rationale and objectives of OCS environmental program, including discussion of potential offshore and onshore impacts and their relation to program.
2. *Status summary of OCS environmental work in progress.*
3. *Work in planning—Bureau of Land Management (BLM).*
North Atlantic baseline studies.
Nearshore and coastal information survey.
Alabama pipeline corridor study.
Fiscal Year 1976 OCS environmental program.
4. *Related OCS environmental work in planning or progress.*
Interior Department—RALI study of onshore impacts in New England.
Interior—NSF study of socioeconomic impacts of OCS development.
Interior (Fish and Wildlife Service)—Conservation Foundation manual project on impacts of OCS development.
5. *Committee reports.*
Ad hoc committee on MAFLA environmental information needs.
Ad hoc committee on guidelines for environmental data gathering.
6. *Special reports.*
North Sea operations and environmental program.
U.S. Geological Survey's marine geology program.
Interior Order 2974 concerning coordination of OCS efforts.
Interior's archeological survey requirements in OCS operations.
7. *General Board business.*
Action on Board recommendations.
Restructuring of the Board.
Future meetings.

The meeting is open to the public and written or oral statements concerning the program content are welcome.

Those who expect to attend should make this intention known not later than July 18 to the Board's Chairman:

Frank E. Clarke, Senior Scientist, U.S. Geological Survey, Room 4443, Interior Building, Washington, D.C. 20240.

Written statements also should be submitted to the Chairman not later than July 18.

Dated: July 8, 1975.

GEORGE L. TURCOTT,
*Associate Director,*
*Bureau of Land Management.*

D. G. WALDOR,
*Deputy Assistant*
*Secretary of the Interior.*

[FR Doc.75-18018 Filed 7-8-75;1:30 pm]

## Fish and Wildlife Service

## WATERFOWL ADVISORY COMMITTEE

### Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), announcement is made of the following Committee meeting:

*Name.* Waterfowl Advisory Committee.
*Date.* August 5, 1975.
*Place.* Conference Room 2008, New Executive Office Building, 726 Jackson Place, NW, Washington, D.C. 20006.
*Time.* 9 a.m.
*Purpose of meeting.* The Committee will review the staff recommendations of the United States Fish and Wildlife Service for 1975-76 waterfowl regulations, and present to the Director their recommendations for 1975-76 waterfowl season frameworks.

This meeting will be open to the public. Persons wishing to attend should notify the Director, United States Fish and Wildlife Service, U.S. Department of the Interior, Washington, D.C. 20240, or call AC 202-343-8827. Statements of interested persons other than Committee members must be filed in writing with the Director before or after the meeting. To the extent time permits, the chairman of the meeting will accept brief oral statements from the public at the close of the Committee's agenda providing that such statements are also submitted in writing before or after the meeting.

Dated: July 7, 1975.

LYNN A. GREENWALT,
*Director,*
*U.S. Fish and Wildlife Service.*

[FR Doc.75-17861 Filed 7-9-75;8:45 am]

## ENDANGERED SPECIES PERMIT

### Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93-205).

*Applicant:* Dr. Charles T. Collins, Department of Biology, California State University, Long Beach, California 90840.

OMB NO. 42-R1570

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE
FEDERAL FISH AND WILDLIFE
LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (Indicate only one) ☐ IMPORT OR EXPORT LICENSE ☑ PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
To band and color band California Least Terns (endangered species) on the breeding grounds. This program is needed to determine certain facts about this bird essential to protecting its breeding grounds and the establishment of sanctuaries.

3. APPLICANT. (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)
Dr. Charles T. Collins
Department of Biology
California State University
Long Beach, California 90840
213-498-4513

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
☑ MR. ☐ MRS. ☐ MISS ☐ MS.
HEIGHT 6'0" WEIGHT 165
DATE OF BIRTH 9 March 1938 COLOR HAIR Brown COLOR EYES Brown
PHONE NUMBER WHERE EMPLOYED 213-498-4813 SOCIAL SECURITY NUMBER 146-28-1180
OCCUPATION Assoc. Professor of Biology
ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT
Department of Biology
California State University
Long Beach, Calif 90840

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION
Not Required
NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC.
Not Required
IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED
Not Required

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
Southern California
(San Diego, Orange, Los Angeles and Ventura Counties)

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? ☑ YES ☐ NO
(If yes, list license or permit numbers)
Scientific Collecting Permit 1-SC-304
Bird Banding Permit. 8707

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? ☑ YES ☐ NO
(If yes, list jurisdictions and type of documents)
State Bird Banding permit # 72-1 and Memorandum of Understanding — Copy attached.

9. CERTIFIED CHECK OR MONEY ORDER (if applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF $ Not applicable.

10. DESIRED EFFECTIVE DATE 1 May 1975

11. DURATION NEEDED 5 years.

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (See 50 CFR 13.12(b)) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
Attached: Memorandum of Understanding with state of California. (for section 8.)

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (Legal): Charles T. Collins DATE 5 April 1975

3-200 (5/74)

JUNE 3, 1975.

Mr. C. R. BAVIN,
*Chief, Division of Law Enforcement, Fish and Wildlife Service, Washington, D.C. 20240*

DEAR MR. BAVIN: I am writing in response to your letter of 29 May 1975 (FWS/LE PRT 8 201-B), regarding my application for a permit to band and color band California Least Terns. The answers to your questions are as follows:

1. We would expect to band as many young terns as can be conveniently captured without disturbing or disrupting the breeding colonies. This has varied from about 50 to 160 per year. We have not, and do not expect to band adults because of the possibility of nest desertions.

2. We would like to band young in various breeding colonies in southern California including sites in Los Angeles, Orange, and possibly San Diego County.

3. Birds will be captured by hand as prefiying young in breeding colonies.

4. All banding will be by *particularly* experienced banders! At present the only three people to be conducting this program would be myself, Kristen Bender, and Barbara Massey. All of us have been envolved with studies of this tern for several years. Barbara and Kris have been employed by California Dept. of Fish and Game as season aides working on the terns, and are probably more knowledgable about these terns than any other researchers or banders in this area. All due care will be given the terns!

5. The purpose of this banding program is to establish certain parameters about the terns. In particular we need to establish: (1) the age of first breeding, (2) the degree to which birds return to the colonies where they were hatched, (3) where do birds come from that are starting new colonies, (4) how much interchange occurs between colonies, (5) where do birds go for roosting and/or loafing when they have left the breeding colony, and (6) where do the terns overwinter. All of these questions are deemed important to any program of management of breeding grounds and the possible establishment of additional breeding sites and can only be answered by information derived from a banding program. Mrs. Bender and I

are presently members of the F & W.S. Least Tern Recovery Team. Mrs. Massey authored the only life history study done on the California Least Tern and is a consultant biologist to the Recovery Team. We are in agreement on the need for the above information.

6. No birds are to be collected or sacrificed! The reference to "specimens" was strictly related to salvage of adults or chicks found already dead in the breeding colonies. These will now be disposed of through the F. & W.S. Recovery Team and its established procedures, as agreed to by the F. & W.S. I am happy to provide the requested information. However I am dismayed that it took this long for you to request it. As things now stand, unless an emergency or temporary authorization can be issued, there is little possibility that a permit can be issued in time for any work to be done this year! The young will be hatching in the next two weeks and will only be available for banding for about three weeks thereafter. I would appreciate your efforts to expedite this matter.

Yours sincerely,

CHARLES T. COLLINS,
*Associate Professor,*
*Department of Biology.*

MEMORANDUM OF UNDERSTANDING BY AND BETWEEN CALIFORNIA STATE UNIVERSITY, LONG BEACH AND DEPARTMENT OF FISH AND GAME RELATING TO THE STUDY OF CALIFORNIA LEAST TERN

This Memorandum of Understanding is made and entered into this 10th day of June, 1973, by and between the Department of Biology, California State University, Long Beach, California, hereinafter called University and the Department of Fish and Game, Sacramento, California, hereinafter called Department.

Witnesseth: Whereas, the University has expressed interest in conducting studies of the California Least Tern (Sterna albifrons browni), which has been classified as an endangered species, and

Whereas, the Department is highly desirous that continuing research be done to better understand the nature and habitat needs of this rare species and measures necessary to ensure its survival, and

Whereas, the parties hereto desire to coordinate studies by means of this written Memorandum of Understanding.

Now, therefore, it is mutually agreed and understood as follows:

1. The University may use the services of students, graduate students, and/or University employees who are mutually agreeable to the parties signed hereto, to perform field phases of this study, including but not limited to observing, banding, and releasing of live specimens.

2. It is mutually agreed that the Department is the only party that can dispose of any live birds or carcasses acquired during this study.

3. It is further mutually agreed and understood that the students, graduate students, and/or University employees working on this study shall be holders of a valid State of California Bird-Banding Permit as well as a Bird-Banding Permit or Subpermit from the U.S. Department of the Interior, Bureau of Sport Fisheries and Wildlife, and be under the technical direction of Dr. Charles Collins of the Biology Department. Dr. Collins will keep the Department informed of the names of all University people working on the study. The University will provide all workers with a written statement indicating that the bearer is authorized to participate in the California Least Tern Study.

4. During the term hereof the Department and the University shall confer semiannually or more frequently when necessary to develop and revise coordinated programs for study of the California Least Tern. The University shall be required to submit for approval study proposals covering its research and shall provide written progress reports at the end of each breeding season. Upon termination of any major phase of study or the study itself, a final completion report shall be prepared and submitted to the Department. It is mutually understood that there will be a free exchange of data and information during the course of study covered by this agreement.

5. Unless terminated sooner by either party of this understanding giving thirty days prior written notice of earlier termination, this agreement shall commence on the date hereof and shall end August 30, 1977, subject to renewal with the approval of both parties.

This Memorandum of Understanding has been executed by and on behalf of the parties hereto as of the day and year first above written.

E. C. FULLERTON,
*Acting Director, Department of Fish and Game, State of California.*

BRUCE BEEKMAN,
*Chairman, Department of Biology, California State University, Long Beach.*

CHARLES T. COLLINS,
*Department of Biology, California State University, Long Beach.*

Documents and other information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street NW., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received within 30 days of the date of publication will be considered.

Dated: July 7, 1975.

C. R. BAVIN,
*Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.*

[FR Doc.75-17969 Filed 7-9-75;8:45 am]

## ENDANGERED SPECIES PERMIT

### Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93-205).

*Applicant:* State of Hawaii, Division of Fish and Game, 1179 Punchbowl Street, Honolulu, Hawaii 96813. Michio Takata, Director, Ronald L. Walker, Chief, Wildlife Branch.

OMB NO. 42-R1570

**DEPARTMENT OF THE INTERIOR**
**U.S. FISH AND WILDLIFE SERVICE**

**FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION**

1. APPLICATION FOR (Indicate only one)
☐ IMPORT OR EXPORT LICENSE ☒ PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
Propagation and field research of Hawaiian goose and duck including release of captive-reared birds. Field studies of Hawaiian stilt, coot and gallinule including capture banding & marking. Possession of Laysan duck for disposition by U. S. Fish and Wildlife Service.

3. APPLICANT. (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)
Hawaii Division of Fish and Game
Ronald L. Walker
1179 Punchbowl Street
Honolulu, Hawaii 96813
Phone No. 548-5917

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
☐ MR. ☐ MRS. ☐ MISS ☐ MS.
HEIGHT | WEIGHT
DATE OF BIRTH | COLOR HAIR | COLOR EYES
PHONE NUMBER WHERE EMPLOYED | SOCIAL SECURITY NUMBER
OCCUPATION
ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION
State of Hawaii
Department of Land & Natural Resources
Division of Fish & Game
Wildlife Branch
1179 Punchbowl Street
Honolulu, Hawaii 96813
Phone No. 548-5917
NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC.
Ronald L. Walker, Chief, Wildlife Branch
Phone No. 548-5917
IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
State of Hawaii

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT ☒ YES ☐ NO
(If yes, list licenses or permit numbers)
8487 Federal Bird Marking & Salvage Permit
1.-SC-218 Migratory Bird Collecting Permit

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? ☐ YES ☐ NO
(If yes, list jurisdictions and type of documents)
Not Required

9. CERTIFIED CHECK OR MONEY ORDER (if applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF $

10. DESIRED EFFECTIVE DATE: May 1, 1975

11. DURATION NEEDED: Indefinite

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (See 50 CFR 13.12(b)) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
See Attachments

**CERTIFICATION**

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (In ink) [signature] DATE 4/21/1975

3-200
10/74

Ronald L. Walker

12. Attachment to Federal Fish and Wildlife License/Permit Application.

Pursuant to the March 26, 1975 Memorandum from the Chief, Bird Banding Laboratory concerning Special Permit Required to Mark or Salvage Endangered Species and § 17.23, 50 CFR 17 we are submitting this application to cover the activities of the Division of Fish and Game:

The State Division of Fish and Game has been actively conducting a restoration program for the Hawaiian Goose (*Branta sandvicensis*) and Hawaiian Duck (*Anas wyvilliana*) for several years which includes the propagation of these endangered species in captivity and release into suitable habitats in Hawaii. The released birds are banded and marked, either by colored leg bands or by color dying the plumage before release. Also, the Division conducts field surveys, inventories and research studies which include the capture and marking of these species in the wild.

Attached are copies of (1) a contract with the U.S. Fish and Wildlife Service which covers the Hawaiian Goose propagation project and (2) pertinent portions of our Federal Aid project agreement for W-15-5 and project statement for W-15 concerning the field work (Attachments 2 and 3). The propagation of the Hawaiian Duck is accomplished with State funds in conjunction with the Hawaiian Goose propagation.

In addition to the required banding and marking authority we request authority to salvage sick, injured or dead specimens of the Hawaiian Stilt (*Himantopus h. knudseni*), Coot (*Fulica a. alai*), Gallinule (*Gallinula c. sandvicensis*), Laysan Duck (*Anas laysanensis*) as well as the Hawaiian Goose and Hawaiian Duck as opportunity occurs in the course of field studies and other Fish and Game management and enforcement activities.

We are requesting the permit to be effective immediately and to be effective indefinitely as we shall continue and will be intensifying our work with these endangered resident species.

OMB NO. 42-R1670

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE

FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (Indicate only one)
[ ] IMPORT OR EXPORT LICENSE [X] PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
To capture, keep in captivity or handle the Hawaiian goose, duck, stilt and Laysan teal (Endangered species) for the purposes of banding, marking, affixing tracking devices or captive rearing and releasing under Federal Aid projects or contracts.

3. APPLICANT. (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)
State of Hawaii
Division of Fish and Game
1179 Punchbowl Street
Honolulu, Hawaii 96813
Phone: 548-4000

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
[ ] MR. [ ] MRS. [ ] MISS [ ] MS.
HEIGHT | WEIGHT
DATE OF BIRTH | COLOR HAIR | COLOR EYES
PHONE NUMBER WHERE EMPLOYED | SOCIAL SECURITY NUMBER
OCCUPATION
ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION
State conservation agency for fish and wildlife. A Division of the State of Hawaii Department of Land and Natural Resources.
NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER; DIRECTOR, ETC.
Michio Takata, Director, 548-4000
IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
Islands of Hawaii, Maui, Oahu and Kauai.
Pohakuloa Propagation Facility, Island of Hawaii

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? [X] YES [ ] NO
(If yes, list license or permit number)
Federal Bird Marking and Salvage Permit No. 8487

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? [ ] YES [ ] NO
(If yes, list jurisdictions and type of documents)
Not required.

9. CERTIFIED CHECK OR MONEY ORDER (if applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF $

10. DESIRED EFFECTIVE DATE: Immediate

11. DURATION NEEDED: Indefinite

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (See 50 CFR 13.12(b)) MUST BE ATTACHED. IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (In ink): Michio Takata
DATE: Nov. 27, 1974

3-200 (6/74) Michio Takata

MARCH 25, 1975.

Mr. LYNN A. GREENWALT,
*Director, U.S. Fish & Wildlife Service, Washington, D.C. 20240.*

DEAR MR. GREENWALT: We have received your letter of February 11, 1975 relative to our request for a permit to take, possess and transport endangered species under our Pittman-Robertson program and Nene Restoration Project Contract with the Fish and Wildlife Service.

We are in the process of preparing our requests for participation in the Pittman-Robertson program for the next five-year period and the Nene project contract for fiscal year 1975–1976 and thus may have some changes in emphasis or activities from those reflected in our present documentation. Also, until the Endangered Species Recovery Plan teams are formally designated and the recovery plans completed, we feel it may be premature to provide detailed justifications at this time.

In regard to the specific additional information you requested:

*17.23(a)(4)* We will indicate the address of the facility which will house the endangered species and describe the facilities as requested in our Pittman-Robertson outline.

*17.23(a)(5)* Although the Pittman-Robertson outline indicates that we will be using pen-reared birds, the stock used is often derived from wild caught birds which have been abandoned or injured or from young birds deliberately captured in order to infuse wild blood lines in the captive flock. We will provide you with the necessary details on this procedure.

*17.23(a)(7)* A description of the containers and arrangements for feeding and watering in transit will be included as requested. In moving birds from the captive rearing project to the release sites, the distance and time frame is usually so short that it is not necessary to use elaborate containers or feed and water the stock in transit. In receiving Nene from Connecticut or from England, the containers and care are provided by the source until arrival in Hawaii. We assume this aspect will be covered by a permit issued to the sending agency.

With respect to the Laysan Teal, again, detailed documentation of the program for this species will be contained in the recovery plan when completed. At present we have no active project except to maintain them in captivity at the Pohakuloa rearing facility. We have indicated to Ray Erickson of your organization that we would like to phase them out and distribute the stock at your instruction, but to date we have received no direction. Thus at this time it would be difficult to provide you with a detailed justification for keeping or handling them.

Yours truly,

MICHIO TAKATA,
*Director,*
*Division of Fish and Game.*

NOVEMBER 27, 1974.

DIRECTOR,
U.S. Fish and Wildlife Service, U.S. Dept. of the Interior, Washington, D.C. 20240.

DEAR SIR: Enclosed are two copies of a Federal Fish and Wildlife Service License/Permit application form for the taking, possessing, transporting and propagating of certain species of endangered wildlife in Hawaii. Also attached is a copy of a letter to Mr. Marshall Dillon outlining the purposes of the request for a permit, species involved, and persons who will be working with these species. Pursuant to Section 17.23, subpart C, Part 17 of 50 CFR 17 we are also including copies of the project agreement for the Statewide Pittman Robertson program (Contract Number 14–16–0001–5686) for W–15–5 (Job Numbers I–A, I–E, VIII–A, VIII–C and VIII–D) and the Memorandum of Understanding between the Fish and Wildlife Service and the State Department of Land and Natural Resources for the Nene Restoration Project as a statement of justification and outline of the proposed project. With respect to the numbers of individual birds of each species to be handled or held in captivity this would vary with opportunity or propagation results, but would be within the following limits:

| | |
|---|---|
| Hawaiian goose | 250 |
| Hawaiian duck | 100 |
| Hawaiian stilt | 100 |
| Laysan duck | 100 |

I trust that the enclosed documentation meets the requirements of application. If you need further information, please advise.

Sincerely,

MICHIO TAKATA,
*Director,*
*Division of Fish and Game.*

JOB DESCRIPTION

State: *Hawaii* Project No.: *W-15-5*
Study Title: *Ecology of the Nene in the State of Hawaii* Study No.: *I*
Job Title: *Compilation of Field Observations Related to Numbers, Survivability and Distribution of Nene on the Island of Hawaii* Job No.: *I-A (20)* (R)
Job Objectives:

1. To determine the number of nene on the Island of Hawaii and the population trend.
2. To determine the dispersal and distribution of this population.
3. To determine the reproductive success of nene in the wild.
4. To determine the survival, movement and integration with wild nene, of pen-reared nene released in the wild.
5. To determine the population status and trend, distribution and movements of nene that use the summer flyway.
6. To record and compile all observations of banded nene to determine their distribution, movement and survival.

JOB DESCRIPTION

State: *Hawaii* Project No.: *W-15-5*
Study Title: *Ecology of the Nene in the State of Hawaii* Study No.: *I*
Job Title: *Ecological Survey of the Nene on the Island of Maui* Job No.: *I-E (12)* (R)
Job Objectives:

To determine the number, distribution and movement of nene on Maui. To evaluate nesting success and the predator control program.

JOB DESCRIPTION

State: *Hawaii* Project No.: *W-15-5*
Study Title: *Field Investigation of Native Hawaiian Waterbirds in the State of Hawaii* Study No.: *VIII*
Job Title: *Field Investigation of Native Hawaiian Waterbirds on the Island of Kauai* Job No.: *VIII-C (5)* (S)
Job Objectives:

To monitor the abundance, distribution and movements of the Koloa duck and Hawaiian stilt on the Island of Kauai, and to determine their habitat requirements and additional life history information for use in their management.

JOB DESCRIPTION

State: *Hawaii* Project No.: *W-15-5*
Study Title: *Field Investigation of Native Hawaiian Waterbirds in the State of Hawaii* Study No.: *VIII*
Job Title: *Field Investigation of Native Hawaiian Waterbirds on the Island of Oahu* Job No.: *VIII-D (2)* (S)
Job Objectives:

1. To determine the abundance, distribution and movements of the Hawaiian duck and Hawaiian stilt on the Island of Oahu.
2. To determine habitat requirements of the Hawaiian stilt and additional life history information for use in its management.

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MR. MARSHALL DILLON,
*U.S. Fish and Wildlife Service,*
*821 Mililani Street,*
*Honolulu, Hawaii 96813.*

OCTOBER 7, 1974.

DEAR MR. DILLON: During a recent meeting with Keith Schreiner, Associate Director of the U.S. Fish and Wildlife Service we were advised to apply to you for a permit to take, possess and transport certain species of endangered birds under our Statewide Pittman Robertson program and contract with the Service for the restoration of the Hawaiian Goose. This is pursuant to a provision in the Endangered Species Act of 1973 which prohibits the taking, possession or transport of these species (Section 9(a)(1), (B) and (D). (D)). Therefore, pursuant to Section 10(a) of the Act, for scientific purposes and to enhance the propagation or survival of the affected species, we request that a permit be issued for the taking, possession and transportation of the following named species of endangered wildlife:

1. Hawaiian Goose (Nene)—*Branta sandvicensis*
2. Hawaiian Duck (Koloa)—*Anas wyvillian wyvilliana*
3. Laysan Duck—*Anas wyvilliana laysanensis*
4. Hawaiian Stilt (Aeo)—*Himantopus himantopus knudseni*

The detailed purposes for which the permit is requested are embodied in the Project Agreement for the Statewide Pittman Robertson program (Contract Number 14-16-0001-5686) for W-15-5 Job Numbers I-A, I-E, VIII-A, VIII-C and VIII-D and the Memorandum of Understanding between the Fish and Wildlife Service and the State of Hawaii Department of Land and Natural Resources, copies of which are attached.

Your attention to this matter will be appreciated.

Yours truly,

MICHIO TAKATA,
*Director,*
*Division of Fish & Game.*

NENE GOOSE RESTORATION PROJECT

*Objectives.* The specific objectives of this contract are to: (1) maintain a captive flock of nene for propagation, and continue to increase the vigor and productivity of the captive flock of nene at Pohakuloa, and (2) propagate nene to be released into adequately protected areas of suitable natural habitat.

*Procedures.* Based on previous findings and conclusions, it is proposed to continue to develop the program designed to accomplish the above objectives. Existing facilities will be maintained and improved so as to accommodate a captive breeding flock of nene and to care for the young up to the time of their release into the wild. An aviculturist and aide will continue to staff this project. Liberations of captive stock of nene into the wild will be continued in selected areas within the known range on Hawaii and Maui. To safeguard against introduction of disease and parasites into the wild population, nene reared with other fowl or elsewhere than on the Island of Hawaii, will not be released on the Island of Hawaii.

Outside of these guidelines, latitude is given to the contractor to work out methods and procedures from past experiences and knowledge of the propagation of the species and local conditions.

Documents and complete information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, NW, Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received within 30 days of the date of publication will be considered.

Dated: July 7, 1975.

C. R. BAVIN,
*Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.*

[FR Doc.75-17968 Filed 7-9-75;8:45 am]

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## Geological Survey

## BODIE, CALIFORNIA

### Known Geothermal Resources Area

Pursuant to the authority vested in the Secretary of the Interior by section 21(a) of the Geothermal Steam Act of 1970 (84 Stat. 1566, 1572; 30 U.S.C. 1020), the delegations of authority in 220 Departmental Manual 4.1 H, Geological Survey Manual 220.2.3, and Conservation Division Supplement (Geological Survey Manual) 220.2.1 G, the following described lands are hereby defined as the Bodie known geothermal resources area, effective May 1, 1974.

(5) CALIFORNIA

BODIE KNOWN GEOTHERMAL RESOURCES AREA

*Mt. Diablo Meridian, California*

T. 4 N., R. 26 E. Sec. 33.

The area described aggregates 640 acres, more or less.

Dated: June 3, 1975.

WILLARD C. GERE,
*Conservation Manager, Western Region.*

[FR Doc.75-17877 Filed 7-9-75;8:45 am]

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## Office of Hearings and Appeals

[Docket No. M 75-123]

## SOUTHERN OHIO COAL CO.

### Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. section 861 (c) (1970), Southern Ohio Coal Com-

pany has filed a petition to modify the application of 30 CFR 75.1100-2 (b) and (c) to its Meigs Mine No. 1 and Meigs Mine No. 2, Athens, Ohio.

30 CFR 75.1100-2(b) and (c) respectively provide:

(b) *Belt conveyors.* In all coal mines, waterlines shall be installed parallel to the entire length of belt conveyors and shall be equipped with firehose outlets with valves at 300-foot intervals along each belt conveyor and at tailpieces. At least 500 feet of firehose with fittings suitable for connection with each belt conveyor waterline system shall be stored at strategic locations along the belt conveyor. Waterlines may be installed in entries adjacent to the conveyor entry belt as long as the outlets project into the belt conveyor entry.

(c) *Haulage tracks.* (1) In mines producing 300 tons of coal or more per shift waterlines shall be installed parallel to all haulage tracks using mechanized equipment in the track or adjacent entry and shall extend to the loading point of each working section. Waterlines shall be equipped with outlet valves at intervals of not more than 500 feet, and 500 feet of firehose with fitting suitable for connection with such waterlines shall be provided at strategic locations. Two portable water cars, readily available, may be used in lieu of waterlines prescribed under this paragraph.

Petitioner proposes as its alternative method a dry pipe fire fighting system activated by an airlert heat sensing unit installed in the slope. The details of the system are described as follows:

(1) The slope has two separate compartments. The slope belt is installed in upper compartment and haulage track in the lower compartment.

(2) A six-inch waterline equipped with fire hose outlets and valves at less than 300' intervals is installed parallel to the slope belt.

(3) The partition between the two compartments has mandoors at intervals of 200'. The fire hose can be taken to the track through these doors when needed.

(4) Heat sensitive airlert tubing has been installed parallel to the belt through the entire length of the slope. In the event the temperature in the slope goes above 150° F, the airlert will activate the valve and charge the six-inch pipeline with water. The valve can also be operated manually.

(5) At present the electric valve is located at the transfer point at the slope bottom.

(6) The final arrangement consists of an electric valve at the slope portal activated by the airlert system and feed the six-inch waterline from the top. This valve can also be operated manually.

(7) The slope belt is also equipped with limit switches which will shut the belt off in the event the chutes are plugged or the belt is out of alignment eliminating the occurrence of a fire in the slope due to friction.

(8) The most important reason for having a dry pipe system is to keep it from freezing due to the large volume of air going in the mine. Secondly, in a fully charged line the standing water would have a tendency to corrode the pipe and cause damage. The dry pipe system can be turned on automatically or manually and is as effective as a fully charged line.

Petitioner's alternate method will at all times provide to the miners no less than the same measure of safety afforded by the mandatory standard.

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 11, 1975. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: July 2, 1975.

JAMES R. RICHARDS,
*Director,*
*Office of Hearings and Appeals.*

[FR Doc.75-17910 Filed 7-9-75;8:45 am]

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## Mining Enforcement and Safety Administration

## CMC COAL CO.

### Public Hearing; Investigation of Accident

Notice is hereby given that the Mining Enforcement and Safety Administration pursuant to the authority of section 103(d) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. section 813(d), will conduct a public hearing on August 4 and 5, 1975, commencing at 9:30 a.m. in Room LL-8 at 301 West Cumberland Avenue, Knoxville, Tennessee. The hearing is part of a continuing MESA investigation and will be held for the purpose of making further inquiry into the facts and circumstances surrounding a fatal accident which occurred on May 27, 1975. The accident happened in Caryville, Tennessee, at a mine operated by CMC Coal Co., Inc. and involves the loss of life by electricity of one L. M. Ward, an employee of the CMC Coal Co.

Pursuant to the authority delegated to the Administrator of the Mining Enforcement and Safety Administration by the Secretary of Interior (218 DM 1), the Administrator hereby delegates to the Chairman of the Hearing Panel the authority to issue subpenas for the attendance and testimony of witnesses and the production of relevant papers, books, and documents and to administer oaths.

Mr. John W. Crawford, Assistant Administrator, Coal Mine Health and Safety, is designated Chairman of the Hearing Panel and shall conduct the hearing and investigation of the accident.

Persons who will be required to testify at the hearing will be notified in writing approximately one (1) week prior to the date of the hearing.

Members of the public and anyone who has information relating to this accident are invited to attend and testify at the hearing.

Anyone desiring further information regarding the hearing should write to or contact: Assistant Administrator, Coal Mine Health and Safety, 4015 Wilson Blvd., Arlington, Virginia 22203. Phone: Area Code 703, 235-1140.

Dated: July 8, 1975.

ARTHUR P. NELSON,
*Acting Administrator, Mining Enforcement and Safety Administration.*

[FR Doc.75-18012 Filed 7-8-75;11:40 am]

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## National Park Service

## SOUTHWEST REGIONAL ADVISORY COMMITTEE

### Meeting

Notice is hereby given in accordance with the Federal Advisory Committee Act that a meeting of the Southwest Regional Advisory Committee will be held at 8:30 a.m., m.s.t., July 17 and 18, 1975, at the Conference Room at the Southwest Regional Office, Old Santa Fe Trial, Santa Fe, New Mexico.

The Southwest Regional Advisory Committee was established pursuant to Pub. L. 91-383 to provide for the free exchange of ideas between the National Park Service and the public and to facilitate the solicitation of advise or other counsel from members of the public on programs and problems pertinent to the Southwest Region of the National Park Service.

The members of the Southwest Regional Advisory Committee are:

Mr. Bob Burleson, Temple, Texas (Chairman)
Mr. Leslie Bowling, New Orleans, Louisiana
Dr. Neil Compton, Bentonville, Arkansas
Dr. Bertha P. Dutton, Santa Fe, New Mexico
Mr. Sam R. Powell, Tulsa, Oklahoma
Mr. J. R. Singleton, Austin, Texas
Mr. David R. Strickland, Muskogee, Oklahoma
Mrs. Roulhac Toledano, New Orleans, Louisiana

Designated Federal Officer to attend the meeting is Joseph C. Rumburg, Jr., Regional Director, Southwest Region, National Park Service, or his designee.

The matters to be discussed at this meeting include:

1. Planning and management of Alibates Flint Quarries and Texas Panhandle Pueblo Culture National Monument.
2. Planning and management of Bandelier National Monument.
3. The Texas Missions' Proposal.
4. The Texas Coastal Zones Study.
5. The Register of National Historic, Natural and Environmental Education Landmarks.
6. The Freedom of Information Act and Service efforts to involve the public in the decision making process.

The meeting will be open to the public. However, facilities and space for accommodating members of the public are limited, and persons will be accommodated on a first-come, first-served basis. Any member of the public may appear before the Committee or file with the Committee a written statement concerning the matters to be discussed.

Persons wishing further information concerning this meeting, or who wish to submit written statements, may contact Frank Mentzer, Assistant to the Regional Director, P.O. Box 728, National Park Service, Southwest Regional Office, Santa

Fe, New Mexico, 87501, telephone Area Code 505 988-6375. Minutes of the meeting will be available for public inspection four weeks after the meeting at the office of the Southwest Region.

Dated: June 4, 1975.

JOSEPH C. RUMBURG, Jr.
*Regional Director, Southwest Region, National Park Service.*

[FR Doc.75-18076 Filed 7-9-75;8:45 am]

## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

[Marketing Agreement 146]

### PEANUT ADMINISTRATIVE COMMITTEE

### Budget of Expenses and Rate of Assessment for the 1975 Crop Year

Pursuant to Marketing Agreement 146, regulating the quality of domestically produced peanuts (30 FR 9402), and upon recommendation of the Peanut Administrative Committee established pursuant to such agreement and other information, it is hereby found and determined that the expenses of said Committee and the rate of assessment applicable to peanuts produced in 1975 and for the crop year beginning July 1, 1975, shall be as follows:

(a) *Administrative expenses.* The budget of expenses for the Committee for the crop year beginning July 1, 1975, shall be in the total amount of $375,000, such amount being reasonable and likely to be incurred for the maintenance and functioning of the Committee, and for such purposes as the Secretary may, pursuant to the provisions of the marketing agreement, determine to be appropriate.

(b) *Indemnification expenses.* Expenses of the Committee for indemnification payments, pursuant to the Terms and Conditions of Indemnification Applicable to 1975 Crop Peanuts, effective July 1, 1975, are estimated at, but may exceed $3.5 million. such amount being reasonable and likely to be incurred.

(c) *Rate of assessment.* Each handler shall pay to the Peanut Administrative Committee, in accordance with § 48 of the marketing agreement, an assessment of the rate of $1.00 per net ton of farmers stock peanuts received or acquired other than those described in § 31(c) and (d) ($0.30 for administrative expenses and $0.70 for indemnification expenses).

(d) *Indemnification reserve.* Monetary additions to the indemnification reserve, established in the 1965 crop year pursuant to § 48 of the marketing agreement, shall continue. That portion of the total assessment funds accrued from the $0.70 rate and not expended in providing indemnification on 1975 crop peanuts shall be placed in such reserve and shall be available to pay indemnification expenses on subsequent crops.

The expenses and rate of assessment are, under the agreement, on a crop year basis and will automatically be applicable to all assessable peanuts from the beginning of such crop year. The handlers of peanuts who will be affected hereby have signed the marketing agreement authorizing approval of expenses that may be incurred and the imposition of assessments, they are represented on the Committee which has submitted the recommendation with respect to such expenses and assessment for approval; and handlers have had knowledge of the foregoing in their recent industry-wide discussions and will be afforded maximum time to plan their operations accordingly.

Dated: July 7, 1975.

CHARLES R. BRADER,
*Deputy Director, Fruit and Vegetable Division.*

[FR Doc.75-17963 Filed 7-9-75;8:45 am]

### Commodity Credit Corporation

### 1974-CROP LOAN COTTON

### Acquisition

All outstanding loans on cotton under Commodity Credit Corporation's 1974 Cotton Loan Program mature and are due and payable on the last day of the tenth calendar month from the first day of the month in which the loan (or advance) was made, unless Commodity Credit Corporation makes demand for payment at an earlier date. If the maturity date falls on a nonworkday for county offices, the date of maturity shall be the next workday. Notice is hereby given that if the borrower or a purchaser of his equity does not redeem the cotton securing any outstanding loan on or before the close of business on the date of maturity and if Commodity Credit Corporation has not made demand for payment at an earlier date, Commodity Credit Corporation will, pursuant to the provisions of the loan agreement covering such loan, acquire title to such cotton at the close of business on the maturity date, and title thereto shall, without a sale thereof vest in Commodity Credit Corporation at that time: *Provided,* That Commodity Credit Corporation will not acquire title to such cotton if repayment has been mailed to the county ASCS office by letter postmarked (not patron postage meter date stamped) not later than the maturity date. As provided in the loan agreement, Commodity Credit Corporation will not pay for any market value which the cotton may have in excess of the loan value plus applicable charges and interest. If warehouse receipts representing any such cotton are sent to a local bank at the request of the producer or a purchaser of his equity, the loan value of the cotton, plus charges and interest, must be received by the local bank not later than the close of business on the maturity date.

In the event a producer has made a fraudulent representation in the loan documents or in obtaining the loan, the producer shall be personally liable for any amount by which the amount due on the loan exceeds the market value of the cotton securing the loan as of the date title vests in CCC, as determined by CCC. In the event a person who has filed a Form CCC-813 with a county ASCS office fails to redeem the cotton covered by the Form CCC-813, CCC may elect to purchase the cotton on the maturity date, and such person shall be liable for any amount by which the amount due on the loan on such cotton exceeds the market value of the cotton as of the maturity date, as determined by CCC.

Signed at Washington, D.C. on July 2, 1975.

KENNETH E. FRICK,
*Executive Vice President, Commodity Credit Corporation.*

[FR Doc.75-17964 Filed 7-9-75;8:45 am]

## DEPARTMENT OF COMMERCE

### Domestic and International Business Administration

### KIRSTEIN LEATHER CO.

### Petition for Determination

A petition by Kirstein Leather Company, Saco, Maine, was accepted for filing on July 3, 1975, under section 251 of the Trade Act of 1974 and in conformity with Adjustment Assistance Certification Regulations for Firms, 15 CFR, Part 350, 40 FEDERAL REGISTER 14291 (April 3, 1975) (the "Regulations"). Consequently, the United States Department of Commerce has instituted an investigation to determine whether increased imports into the United States contributed importantly to total or partial separation of the firm's workers, or threat thereof, and to a decrease in sales or production of the petitioning firm. The petitioner asserts that imported articles classified in items §§ 121.2000, 121.5705, 121.5715, and 121.5735 of the Tariff Schedules of the United States ("TSUS") are like or directly competitive with leather for shoes and garments processed by the firm.

Any party having a substantial interest in the subject matter in the proceedings (as described in § 350.40(b) of the Regulations) may request a public hearing on the matter. A request for a hearing conforming to § 350.40 of the Regulations must be received by the Director, Office of Trade Adjustment Assistance, Room 3011, Domestic and International Business Administration, U.S. Department of Commerce, Washington, D.C. 20230, no later than July 24, 1975.

(Catalog of Federal Domestic Assistance Program No. 11.106, Trade Adjustment Assistance.)

JACK W. OSBURN, Jr.,
*Acting Director, Office of Trade Adjustment Assistance.*

[FR Doc.75-17903 Filed 7-9-75;8:45 am]

### N. CAROLINA STATE U.

### Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Pub. L. 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (40 FR 12253 et seq, 15 CFR 701, 1974.)

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Import Programs, Department of Commerce, Washington, D.C. 20230.

Docket Number: 75-00468-56-17500. Applicant: North Carolina State University, Room 130, Withers Building, Raleigh, North Carolina 27607. Article: Four Recording Current Meters, Model 4. Manufacturer: Ivar Aanderaa, Norway. Intended use of article: The article is intended to be used for oceanographic measurements to provide detailed determination of current vectors, density gradients, and frequency spectra of water masses thus enabling the development of physical models and establishing the circulation and distribution of physical and chemical properties.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is a self-contained instrument which provides the capabilities for recording current speed, current direction, water temperature, pressure and conductivity (salinity). The National Oceanic and Atmospheric Administration (NOAA) advises in its memorandum dated June 11, 1975 that the capabilities described above are pertinent to the purposes for which the article is intended to be used. NOAA also advises that it knows of no domestically manufactured instrument of equivalent scientific value to the foreign article for the applicant's intended use.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, which is being manufactured in the United States.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials.)

A. H. STUART,
*Director, Special Import Programs Division.*

[FR Doc.75-17900 Filed 7-9-75;8:45 am]

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## Office of the Secretary

## CLOTHES WASHERS

### Voluntary Program for Appliance Efficiency

By notice published in the FEDERAL REGISTER March 3, 1975 (40 FR 8846), the Department of Commerce announced its intention of issuing a set of individual proposed programs for each appliance type covered by the Voluntary Program for Appliance Efficiency, each program setting the energy efficiency goal for one type of appliance and describing how the product testing and performance calculations for that appliance type are to be made. Interested persons were invited to participate in the development of the proposed programs by sending suggestions and comments to the Assistant Secretary for Science and Technology on or before April 2, 1975. The public comment period was extended to April 20, 1975, by a notice published in the FEDERAL REGISTER March 28, 1975 (40 FR 14107).

Comments and suggestions in response to the above referenced notice were received from forty-five sources and were reviewed within the Department. Copies of the letters are available for public inspection at the Department's Central Reference and Records Inspection Facility, Room 7068, Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230.

Based on the comments received and on discussions with representatives of the Federal Energy Administration and with other interested persons, a proposed program plan for clothes washers as set forth below was developed. The Department of Commerce now proposes to initiate a Voluntary Program for Appliance Efficiency—Clothes Washers by publication of the plan set forth below. Proposed plans for programs covering other appliance types will be published for public comment as they are developed.

Interested persons are invited to participate in further development of the proposed program by submitting written comments or suggestions in four copies to the Assistant Secretary for Science and Technology, Room 3862, U.S. Department of Commerce, Washington, D.C. 20230, on or before July 31, 1975.

Suggestions and comments received will be placed in a public docket available for examination by interested persons at the Central Reference and Records Inspection Facility at the address shown above.

The overall goal of the Voluntary Program for Appliance Efficiency is to effect by 1980 a 20 percent reduction in the energy usage of new major home appliances, as compared to their 1972 energy usage. President Ford stated in his January 15, 1975, Message to Congress that unless there is substantial agreement by manufacturers before July 15, 1975, to try to achieve this overall goal, legislation for a mandatory appliance efficiency program will be requested. Therefore, manufacturers who support the concept of the Voluntary Program for Appliance Efficiency are urged to make this support known to Secretary of Commerce Rogers C. B. Morton before July 15, 1975. As detailed programs are developed for each product type, manufacturers are urged to become actual program participants with respect to the types of appliances they manufacture.

BETSY ANCKER-JOHNSON, Ph. D.,
*Assistant Secretary for Science and Technology.*

The following is the proposed Voluntary Program for Appliance Efficiency—Clothes Washers now under consideration:

PROPOSED VOLUNTARY PROGRAM FOR APPLIANCE EFFICIENCY—CLOTHES WASHERS

1.0 Purpose.
2.0 Scope.
3.0 Definitions.
4.0 Test Methods.
5.0 Method for Determining Efficiency.
6.0 Base Data.
7.0 Goal.
8.0 Method for Calculating the Goal.
9.0 Monitoring and Record Keeping Requirements.
10.0 Participation in the Program.
11.0 Privileged Material.

APPENDIX A: Method for Calculating the Industry Goal—An Example.
APPENDIX B: Form for Manufacturer's Notice of the Intent to Participate in the Program.

1.0 *Purpose.*

1.1 The Voluntary Program for Appliance Efficiency was initiated in response to the direction of President Ford in his January 15, 1975, Message to Congress, that a voluntary program be developed to achieve by 1980 a 20 percent average reduction in the energy usage of new home appliances, as compared to new home appliances built in 1972. The overall program was announced in the Federal Register March 3, 1975 (40 FR 8846).

1.2 The Voluntary Program for Appliance Efficiency—Clothes Washers, hereinafter referred to as "Program," is one of several documents to be developed, each covering one major appliance category.

1.3 The specific purpose of this Program is to establish procedures for implementing improvement in the energy usage of new clothes washers by 1980.

2.0 *Scope.*

2.1 Except as provided in this section, this Program shall apply to the product class consisting of all clothes washers as defined in 3.8.

2.2 Individual units of clothes washers manufactured for export are not included in the Program.

3.0 *Definitions.*

3.1 The term "Department" means the Department of Commerce.

3.2 The term "Secretary" means the Secretary of Commerce.

3.3 The term "designated agent" means a party that is selected by the Secretary to handle the data processing aspect of the Program.

3.4 The term "manufacturer" means any person engaged in the fabricating or assembling of clothes washers in the United States for sale or resale, and importers.

3.5 The term "importer" means any person engaged in the importing of clothes washers into the United States for sale or resale.

3.6 The term "private brand labeler" means an owner of a brand or trademark whose brand or trademark appears on clothes washers supplied by manufacturers other than himself for resale.

3.7 The term "industry" means the collection of all manufacturers of clothes washers who are participants in the Program.

3.8 The term "clothes washer" means a cabinet like appliance designed to wash clothes and remove water by centrifugal force. The clothes washing will be dependent on a water solution of soap and/or detergent with mechanical agitation. It may be automatic or semi-automatic in its mode of operation.

3.9 The term "load" means the standard test load as described in the energy consumption tests to be developed under 4.1.

3.10 The term "basic model group" means all clothes washers actually manufactured or assembled by one manufacturer and having

the identical performance characteristics. A basic model group may contain one or more members. A member consists of all units of a given sales model. Members of a basic model group may differ in details that do not affect performance as measured by the methods to be developed under 4.1. Acceptable differences includes, but are not limited to, variations in trim, color, sales model number, and brand name.

3.11 The term "factory shipment" means the number of clothes washers that has been actually manufactured by a given manufacturer and that has been shipped by that manufacturer for domestic sale or resale. This includes:

3.11.1 Shipments billed to distributors, factory distributing branches, and sales districts.

3.11.2 Shipments made directly by the manufacturer to retailers and all other customers.

3.11.3 Shipments to factory distributing branches, sales districts, and factory owned distributing outlets for their use where their inventory is owned by the manufacturer.

3.12 The term "year" and year designations, unless otherwise required by the content in which they appear, mean the calendar year, model year, or other yearly period, if the use of such other yearly period has been requested by a manufacturer and appoved by the Secretary, that shall be used by the manufacturers as a basis for providing information required under this Program.

4.0 *Test Methods*

4.1 Samples of clothes washers shall be tested by manufacturers or their agents for thermal and electrical energy consumption in accordance with test proceduers to be developed by cooperative efforts between the National Bureau of Standards and the industry.

4.2 Samples of clothes washers shall be tested by manufacturers or their agents in accordance with the following requirements:

4.2.1 Unless otherwise required by the Secretary under 4.2.4, test results obtained in the testing of one member of a basic model group of clothes washers may be accepted as applicable to all members of that basic model group.

4.2.2 Sufficient units of each basic model group of clothes washers, that are representative of units to be shipped, shall be tested according to the methods and conditions to be developed under 4.1 to provide a valid basis for determining ratings. Results of tests and calculations shall be retained as required under 9.8.

4.2.3 Manufacturers shall maintain such quality control programs, to include testing, as are necessary to insure that the performance of manufactured units is within the tolerances to be developed under 4.4. The use of national certification programs, that are open to all manufacturers and under which energy consumption is certified based on the procedures to be developed under 4.1, is acceptable for this purpose. Results of tests and calculations shall be retained as required under 9.8.

4.2.4 In addition to the testing required under 4.2.2 and 4.2.3, the Secretary may require that one or more units of any specified model, selected at random from among recently shipped units, be tested by the manufacturer or his agent according to the methods and conditions to be developed under 4.1. Such testing shall be performed at the manufacturer's expense and the resulting test data and calculations shall be provided to the Secretary within 30 days of receipt by the manufacturer of such a request. This requirement does not preclude the Department from testing or having tested at its own expense any unit of clothes washer.

4.3 Energy consumption for clothes washers shall be reported in kWh per load and shall be based on the results of the energy consumption tests, to be developed under 4.1.

4.4 All members of a basic model group shall be held to be improperly rated if two of that group are tested and rated under 4.2.3 or 4.2.4 and the results of such tests and ratings on both units fall outside the limits to be determined concurrently with the test methods to be developed under 4.1.

4.5 Energy consumption adjustments for energy saving devices on clothes washers, when the effect of such features cannot be determined under the methods and conditions to be developed under 4.1, shall be determined by test procedures developed in response to the specific situation.

5.0 *Method for Determining Efficiency.*

5.1 The basic measure of efficiency for clothes washers shall be the Energy Factor which shall be reported in loads per kWh.

5.2 The Energy Factor of a model shall be equal to the reciprocal of the energy consumption as determined in 4.3.

5.3 The factory shipment weighted Energy Factor for a manufacturer shall be equal to the manufacturer's total factory shipment in the given year multiplied by the load (1.0) and divided by the sum of the products of the energy consumption for each model the manufacturer shipped in the given year and the factory shipment of that model of the manufacturer for that year. This quotient is rounded to the nearest 0.001.

5.4 The factory shipment weighted Energy Factor for the industry shall be equal to the industry's total factory shipment in the given year multiplied by the load (1.0) and divided by the sum of the products of the energy consumption for each model the industry shipped in the given year and the factory shipment of that model for the industry in that year. This quotient is rounded to the nearest 0.001.

5.5 When energy saving features are provided by manufacturers and the use of such features is optional with consumers, an energy consumption adjustment shall be credited to those models having such features based on the extent to which consumers utilize such features. When the extent of consumer use of such features is not known, a tentative energy consumption adjustment equivalent to 50% of the potential energy saving for such features shall be credited to models having such features, such tentative adjustment being subject to subsequent revision based on actual use data when it becomes available. See example in appendix A.

6.0 *Base Data.*

6.1 The base year from which improvements are to be measured is 1972. For those manufacturers who ship their products by model year, model year 1972 may be used. For manufacturers who have no definite model year, calendar year 1972 may be used. Other special yearly periods, such as fiscal year 1972, may be used if a request to that effect is approved by the Secretary.

6.2 Manufacturers participating in the Program shall provide the following data regarding the base year 1972 to the Secretary's designated agent:

6.2.1 A list of all models shipped by the manufacturer in 1972.

6.2.2 Energy consumption, as determined under 4.3, for each model shipped in 1972.

6.2.3 Total factory shipments of each model shipped in 1972.

6.2.4 Identification of any energy saving feature covered under 4.5 which was on models shipped in 1972.

6.3 If test information is not available for determining the energy consumption for 1972 models as required under 6.2.2, the manufacturer shall use the options listed in 6.3.1, 6.3.2, and 6.3.3.

6.3.1 If 1972 models are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.2 If 1972 models are not available, but other year models of the same basic model groups are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.3 If 1972 models or other year models of the same basic model groups are not available, prepare estimates of model energy consumptions based on the best engineering theory and judgment and submit these to the designated agent. In this case, the bases for the estimates shall be documented and submitted to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234, for review and approval prior to the submission to the designated agent. This documentation shall be maintained in files at the National Bureau of Standards until June 1981.

7.0 *Goal.*

7.1 The objective for the Program is to effect a 10 percent decrease of the total energy usage for the total number of 1980 factory shipped clothes washer models when compared with the total energy usage of an equal number of 1972 factory shipped models having the same model mix proportions as in 1972. See example in appendix A.

7.2 The industry goal under this Program shall be expressed in terms of an increased factory shipment weighted Energy Factor for the industry. The goal shall be determined by calculating the factory shipment weighted Energy Factor for the industry for the base year 1972, and then dividing by 0.90. This recalculated factory shipment weighted Energy Factor for the industry shall be the goal assigned to the industry for 1980.

7.3 The 1972 base year factory shipment weighted Energy Factor for the industry shall be determined on the basis of the base data, as defined in 6.0, provided by the manufacturers participating in the Program.

7.4 After receiving the base data, the Secretary shall have the calculations indicated in 7.2 performed to determine the goal for the industry.

7.5 The required improvements of individual manufacturers to the factory shipment weighted Energy Factor for the manufacturer shall be set according to the method described in 8.3.

7.6 The industry goal shall be published in the Federal Register. Manufacturers shall be notified of their individual goals by letter.

8.0 *Method for Calculating the Goal.*

8.1 For the base year 1972, the factory shipment weighted Energy Factor shall be calculated for each manufacturer and the industry.

8.2 The assigned Energy Factor goal for the industry shall be equal to the 1972 factory shipment weighted Energy Factor for the industry divided by 0.90.

8.3 The required improvement for each manufacturer shall be the difference between the assigned Energy Factor goal for the industry and the 1972 factory shipment weighted Energy Factor for that manufacturer. Should the difference be negative, improvement shall not be required but shall be encouraged.

8.4 A numerical example illustrating the methodology for determining the factory shipment weighted Energy Factor for a manufacturer and the 1980 industry goal is given in appendix A.

9.0 *Monitoring and Record Keeping Requirements.*

9.1 Each manufacturer shall establish proposed intermediate goals for himself by year reflecting how he plans to meet the target goal for 1980. These proposed goals shall be relayed to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234. Based upon these submissions, the Secretary shall set and publish in the Federal Register intermediate goals for the industry. The Secretary shall notify each manufacturer separately of his own intermediate goals. For the year 1976, the intermediate goal shall be at least that which has been attained since the base year.

9.2 The intermediate yearly goals shall be used to monitor the progress of the individual manufacturers and of the industry as a whole.

9.3 If a manufacturer finds at a later date that he cannot meet the intermediate goals, he should notify the Secretary within 30 days of such finding.

9.4 For years 1976 through 1980, manufacturers shall provide, before March 31 of each following year, the following information to the Secretary's designated agent:

9.4.1 A list of all models shipped in that year.

9.4.2 Energy consumption, as determined under 4.3, for each model shipped in that year.

9.4.3 Total factory shipments of each model shipped in that year.

9.4.4 Identification of any energy saving feature covered under 4.5 which was not on models shipped in 1972 and the approval for the energy consumption adjustment from the Department.

9.5 Based upon information submitted under 9.4, the Secretary's designated agent shall annually calculate the factory shipment weighted Energy Factor for each manufacturer and the industry, and report the results to the Secretary.

9.6 The Secretary shall publish in the Federal Register the factory shipment weighted Energy Factor for the industry, and notify each manufacturer separately of his own factory shipment weighted Energy Factor.

9.7 The Secretary's designated agent shall maintain for a period of two years the data submitted by manufacturers under 9.4. Information submitted by manufacturers to the designated agent which is proprietary shall remain confidential and not be disclosed to anyone. Pursuant, however, to the Secretary's responsibilities under 9.6, he, or his designee, may be permitted to examine such data solely for the purpose of verifying the calculations made by the designated agent under 9.5.

9.8 Manufacturers shall maintain files of test results and calculations on which ratings are based and files of factory shipments. Data relating to a given model shall be preserved for a period of two years after production of that model has been terminated, and if requested shall be provided to the Secretary within 30 days of receipt of the request.

10.0 *Participation in the Program.*

10.1 Manufacturers desiring to participate in the Program shall notify the Secretary of their intent no later than July 15, 1975. A manufacturer's notice of participation shall be substantially in the form shown in Appendix B and shall include all statements given in that form. Unless otherwise ruled by the Secretary, approval for participation by any manufacturer shall automatically be granted upon this notification to the Department. Receipt of this notification shall be acknowledged.

10.2 Participating manufacturers shall submit the base data described in 6.0 to the Secretary's designated agent within ninety days after the date of publication in the FEDERAL REGISTER of the test procedures for the Program.

10.3 Participating manufacturers who terminate their operations before 1981 shall notify the Secretary. The 1972 base data and the 1980 industry goals shall not be affected.

10.4 Manufacturers shall advise the Secretary of any energy saving features covered under 4.5 which affect the primary function of a model and of any other innovations. No energy consumption adjustment for an energy saving feature shall be made without prior written approval from the Secretary.

10.5 Manufacturers that undergo a reorganization due to merger or for other reasons shall be treated, for purposes of determining progress toward and satisfaction of the 1980 goal, as if the original organization had been maintained.

10.6 When one manufacturer ships units of clothes washers to another manufacturer for purposes of resale, the former and not the latter shall report the units as part of his factory shipments.

10.7 Private brand labelers are encouraged to cooperate with their manufacturer-suppliers and are covered through their manufacturer-suppliers in the Program.

11.0 *Privileged Material.*

Any proprietary information submitted in confidence to and in the possession of the Department in connection with the operation of this Program shall be considered privileged and, as such, be subject to the protection afforded under the provisions of 5 U.S.C. 552, the Freedom of Information Act.

## APPENDIX A: METHOD FOR CALCULATING THE INDUSTRY GOAL—AN EXAMPLE

In this hypothetical example, for convenience and economy of calculation, an industry consisting of three manufacturers is assumed. Tables 1, 2, and 3 illustrate the method for calculating the factory shipment weighted Energy Factor for each individual manufacturer for the base year. Table 1 also shows how the saving from optional energy saving features of a model is incorporated into the calculation of the Energy Factor of the model. Table 4 shows how the data for determining the factory shipment weighted Energy Factor for the industry for the base year is obtained from Tables 1, 2, and 3. This is followed by the calculation of the factory shipment weighted Energy Factor for the industry for the base year. The 1980 industry factory shipment weighted Energy Factor goal for the industry is then obtained by dividing the factory shipment weighted Energy Factor for the industry by 0.90. Table 5 shows the changes required by each manufacturer to meet the assigned 1980 industry factory shipment weighted Energy Factor goal.

TABLE 1.—*Calculation of factory shipment weighted energy factor for manufacturer A*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 5.43 | 20,000 | 20,000 | 108,600 |
| 2 | 1 | 4.92 | 30,000 | 30,000 | 147,600 |
| 3 | 1 | 5.82 | 50,000 | 50,000 | 291,000 |
| 4[1] | 1 | 6.55 | 10,000 | 10,000 | 65,500 |
| Total | | | 110,000 | 110,000 | 612,700 |

[1] Model 4 of manufacturer A has been rated according to the standard test procedures to have an energy consumption of 6.89 kWh. The manufacturer reports that an energy saving device has been installed on that model as an energy saving feature. It is determined through test procedures that a 10-percent energy consumption reduction can be achieved, but there is no field data at this time relating to the frequency of use of this device. Therefore, 50 percent of the saving is credited to the model. The adjusted energy consumption is:

$$6.89\times(1-0.1\times0.5)=6.55 \text{ kWh}$$

NOTE.—Factory shipment weighted energy factor for manufacturer A

$$=\frac{110,000}{612,700}=0.180 \text{ load per kilowatthour}$$

TABLE 2.—*Calculation of factory shipment weighted energy factor for manufacturer B*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 4.93 | 30,000 | 30,000 | 147,900 |
| 2 | 1 | 4.52 | 50,000 | 50,000 | 226,000 |
| 3 | 1 | 5.21 | 20,000 | 20,000 | 104,200 |
| 4 | 1 | 5.13 | 40,000 | 40,000 | 205,200 |
| 5 | 1 | 5.25 | 60,000 | 60,000 | 315,000 |
| Total | | | 200,000 | 200,000 | 998,300 |

NOTE.—Factory shipment weighted energy factor for manufacturer B

$$=\frac{200,000}{998,300}=0.200 \text{ load per kilowatthour.}$$

TABLE 3.—*Calculation of factory shipment weighted energy factor for manufacturer C*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 5.30 | 10,000 | 10,000 | 53,000 |
| 2 | 1 | 5.85 | 20,000 | 20,000 | 117,000 |
| 3 | 1 | 6.70 | 30,000 | 30,000 | 201,000 |
| 4 | 1 | 6.20 | 30,000 | 30,000 | 186,000 |
| Total | | | 90,000 | 90,000 | 557,000 |

NOTE.—Factory shipment weighted energy factor for manufacturer C

$$=\frac{90,000}{557,000}=0.162 \text{ load per kilowatthour}$$

TABLE 4.—*Calculation of factory shipment weighted energy factor for the industry*

| Manufacturer | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|
| A | 110,000 | 612,700 |
| B | 200,000 | 998,300 |
| C | 90,000 | 557,000 |
| Total | 400,000 | 2,168,000 |

NOTE.—Factory shipment weighted energy factor for the industry

$$=\frac{400,000}{2,168,000}=0.185 \text{ load per kilowatthour}$$

The assigned factory shipment weighted energy factor for the industry for 1980

$$=\frac{400,000}{(0.90\times 2,168,000)}=0.205 \text{ load per kilowatthour}$$

TABLE 5.—*Changes per manufacturer*

| Manufacturer | 1972 energy factor (load per kilowatt-hour) | Assigned energy factor (load per kilowatt-hour) | Required change (load per kilowatt-hour) |
|---|---|---|---|
| A | 0.180 | 0.205 | +0.025 |
| B | .200 | .205 | +.005 |
| C | .162 | .205 | +.043 |

APPENDIX B: FORM FOR MANUFACTURER'S NOTICE OF THE INTENT TO PARTICIPATE IN THE PROGRAM

*Assistant Secretary for Science and Technology,*
*Room 3862,*
*Department of Commerce,*
*Washington, D.C. 20230*

(NAME OF CORPORATION) intends to participate in the Department of Commerce Voluntary Appliance Efficiency Program with respect to clothes washers subject to finalization of the test procedures to be developed cooperatively by the National Bureau of Standards and the industry. Accordingly, (NAME OF CORPORATION) agrees to abide by all conditions for participation as set forth in the Voluntary Program for Appliance Efficiency—Clothes Washers (40 FR ——), including provision to the Secretary's designated agent of the information enumerated in Sections 6.0 and 9.4.

The effective date for participation of (NAME OF CORPORATION) in the Program is ----------.
(DATE)
(SIGNATURE)
(CORPORATE TITLE)

[FR Doc.75-17620 Filed 7-9-75;8:45 am]

## DISHWASHERS

### Voluntary Program for Appliance Efficiency

By notice published in the FEDERAL REGISTER March 3, 1975 (40 FR 8846), the Department of Commerce announced its intention of issuing a set of individual proposed programs for each appliance type covered by the Voluntary Program for Appliance Efficiency, each program setting the energy efficiency goal for one type of appliance and describing how the product testing and performance calculations for that appliance type are to be made. Interested persons were invited to participate in the development of the proposed programs by sending suggestions and comments to the Assistant Secretary for Science and Technology on or before April 2, 1975. The public comment period was extended to April 20, 1975, by a notice published in the FEDERAL REGISTER March 28, 1975 (40 FR 14107).

Comments and suggestions in response to the above referenced notice were received from forty-five sources and were reviewed within the Department. Copies of the letters are available for public inspection at the Department's Central Reference and Records Inspection Facility, Room 7068, Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230.

Based on the comments received and on discussions with representatives of the Federal Energy Administration and with other interested persons, a proposed program plan for dishwashers as set forth below was developed. The Department of Commerce now proposes to initiate a Voluntary Program for Appliance Efficiency—Dishwashers by publication of the plan set forth below. Proposed plans for programs covering other appliance types will be published for public comment as they are developed.

Interested persons are invited to participate in further development of the proposed program by submitting written comments or suggestions in four copies to the Assistant Secretary for Science and Technology, Room 3862, U.S. Department of Commerce, Washington, D.C. 20230, on or before July 31, 1975.

Suggestions and comments received will be placed in a public docket available for examination by interested persons at the Central Reference and Records Inspection Facility at the address shown above.

The overall goal of the Voluntary Program for Appliance Efficiency is to effect by 1980 a 20 percent reduction in the energy usage of new major home appliances, as compared to their 1972 energy usage. President Ford stated in his January 15, 1975, Message to Congress that unless there is substantial agreement by manufacturers before July 15, 1975, to try to achieve this overall goal, legislation for a mandatory appliance efficiency program will be requested. Therefore, manufacturers who support the concept of the Voluntary Program for Appliance Efficiency are urged to make this support known to Secretary of Commerce Rogers C. B. Morton before July 15, 1975. As detailed programs are developed for each product type, manufacturers are urged to become actual program participants with respect to the types of appliances they manufacture.

Issued:

BETSY ANCKER-JOHNSON, Ph. D.,
*Assistant Secretary for Science and Technology.*

The following is the proposed Voluntary Program for Appliance Efficiency—Dishwashers now under consideration:

PROPOSED VOLUNTARY PROGRAM FOR APPLIANCE EFFICIENCY—DISHWASHERS

1.0 Purpose.
2.0 Scope.
3.0 Definitions.
4.0 Test Methods.
5.0 Method for Determining Efficiency.
6.0 Base Data.
7.0 Goal.
8.0 Method for Calculating the Goal.
9.0 Monitoring and Record Keeping Requirements.
10.0 Participation in the Program.
11.0 Privileged Material.

APPENDIX A: Method for Calculating the Industry Goal—An Example.
APPENDIX B: Form for Manufacturer's Notice of the Intent to Participate in the Program.

1.0 *Purpose.*

1.1 The Voluntary Program for Appliance Efficiency was initiated in response to the direction of President Ford in his January 15, 1975, Message to Congress; that a voluntary program be developed to achieve by 1980 a 20 percent average reduction in the energy usage of new home appliances, as compared to new home appliances built in 1972. The overall program was announced in the FEDERAL REGISTER March 3, 1975 (40 FR 8846).

1.2 The Voluntary Program for Appliance Efficiency—Dishwashers, hereinafter referred to as "Program," is one of several documents to be developed, each covering one major appliance category.

1.3 The specific purpose of this Program is to establish procedures for implementing improvement in the energy usage of new dishwashers by 1980.

2.0 *Scope.*

2.1 Except as provided in this section, this Program shall apply to the product class consisting of all dishwashers as defined in 3.8.

2.2 Individual units of dishwashers manufactured for export are not included in the Program.

3.0 *Definitions.*

3.1 The term "Department" means the Department of Commerce.

3.2 The term "Secretary" means the Secretary of Commerce.

3.3 The term "designated agent" means a party that is selected by the Secretary to handle the data processing aspect of the Program.

3.4 The term "manufacturer" means any person engaged in the fabricating or assembling of dishwashers in the United States for sale or resale, and importers.

3.5 The term "importer" means any person engaged in the importing of dishwashers into the United States for sale or resale.

3.6 The term "private brand labeler" means an owner of a brand or trademark whose brand or trademark appears on dishwashers supplied by manufacturers other than himself for resale.

3.7 The term "industry" means the collection of all manufacturers of dishwashers who are participants in the Program.

3.8 The term "dishwasher" means a cabinet like appliance which with the aid of water, washes, rinses, and dries (when a drying process is included) dishware, glassware, eating utensils, and most cooking utensils by chemical, mechanical and/or electrical means and discharges to the plumbing drainage system.

3.9 The term "load" means the standard test load as described in the energy consumption tests to be developed under 4.1.

3.10 The term "basic model group" means all dishwashers actually manufactured or assembled by one manufacturer and having the identical performance char-

acteristics. A basic model group may contain one or more members. A member consists of all units of a given sales model. Members of a basic model group may differ in details that do not affect performance as measured by the methods to be developed under 4.1. Acceptable differences include, but are not limited to, variations in trim, color, sales model number, and brand name.

3.11 The term "factory shipment" means the number of dishwashers that has been actually manufactured by a given manufacturer and that has been shipped by that manufacturer for domestic sale or resale. This includes:

3.11.1 Shipments billed to distributors, factory distributing branches, and sales districts.

3.11.2 Shipments made directly by the manufacturer to retailers and all other customers.

3.11.3 Shipments to factory distributing branches, sales districts, and factory owned distributing outlets for their use where their inventory is owned by the manufacturer.

3.12 The term "year" and year designations, unless otherwise required by the context in which they appear, mean the calendar year, model year, or other yearly period, if the use of such other yearly period has been requested by a manufacturer and approved by the Secretary, that shall be used by the manufacturers as a basis for providing information required under this Program.

4.0 *Test Methods.*

4.1 Samples of dishwashers shall be tested by manufacturers or their agents for thermal and electrical energy consumption in accordance with test procedures to be developed by cooperative efforts between the National Bureau of Standards and the industry.

4.2 Samples of dishwashers shall be tested by manufacturers or their agents in accordance with the following requirements:

4.2.1 Unless otherwise required by the Secretary under 4.2.4, test results obtained in the testing of one member of a basic model group of dishwasher may be accepted as applicable to all members of that basic model group.

4.2.2 Sufficient units of each basic model group of dishwasher, that are representative of units to be shipped, shall be tested according to the methods and conditions to be developed under 4.1 to provide a valid basis for determining ratings. Results of tests and calculations shall be retained as required under 9.8.

4.2.3 Manufacturers shall maintain such quality control programs, to include testing, as are necessary to insure that the performance of manufactured units is within the tolerances to be developed under 4.4. The use of national certification programs that are open to all manufacturers and under which energy consumption is certified based on the procedures to be developed under 4.1 is acceptable for this purpose. Results of tests and calculations shall be retained as required under 9.8.

4.2.4 In addition to the testing required under 4.2.2 and 4.2.3, the Secretary may require that one or more units of any specified model, selected at random from among recently shipped units, be tested by the manufacturer or his agent according to the methods and conditions to be developed under 4.1. Such testing shall be performed at the manufacturer's expense and the resulting test data and calculations shall be provided to the Secretary within 30 days of receipt by the manufacturer of such a request. This requirement does not preclude the Department from testing or having tested at its own expense any unit of dishwasher.

4.3 Energy consumption for dishwashers shall be reported in kWh per load and shall be based on the results of the energy consumption tests to be developed under 4.1.

4.4 All members of a basic model group shall be held to be improperly rated if two of that group are tested and rated under 4.2.3 or 4.2.4 and the results of such tests and ratings on both units fall outside the limits to be determined concurrently with the test methods to be developed under 4.1.

4.5 Energy consumption adjustments for energy saving devices on dishwashers, when the effect of such features cannot be determined under the methods and conditions to be developed under 4.1, shall be determined by test procedures developed in response to the specific situation.

5.0 *Method for Determining Efficiency.*

5.1 The basic measure of efficiency for dishwashers shall be the Energy Factor which shall be reported in loads per kWh.

5.2 The Energy Factor of a model shall be equal to the reciprocal of the energy consumption as determined in 4.3.

5.3 The factory shipment weighted Energy Factor for a manufacturer shall be equal to the manufacturer's total factory shipment in the given year multiplied by the load (1.0) and divided by the sum of the products of the energy consumption for each model the manufacturer shipped in the given year and the factory shipment of that model of the manufacturer for that year. This quotient is rounded to the nearest 0.001.

5.4 The factory shipment weighted Energy Factor for the industry shall be equal to the industry's total factory shipment in the given year multiplied by the load (1.0) and divided by the sum of the products of the energy consumption for each model the industry shipped in the given year and the factory shipment of that model for the industry in that year. This quotient is rounded to the nearest 0.001.

5.5 When energy saving features are provided by manufacturers and the use of such features is optional with consumers, an energy consumption adjustment shall be credited to those models having such features based on the extent to which consumers utilize such features. When the extent of consumer use of such features is not known, a tentative energy consumption adjustment equivalent to 50% of the potential energy saving for such features shall be credited to models having such features, such tentative adjustment being subject to subsequent revision based on actual use data when it becomes available. See example in appendix A.

6.0 *Base Data.*

6.1 The base year from which improvements are to be measured is 1972. For those manufacturers who ship their products by model year, model year 1972 may be used. For manufacturers who have no definite model year, calendar year 1972 may be used. Other special yearly periods, such as fiscal year 1972, may be used if a request to that effect is approved by the Secretary.

6.2 Manufacturers participating in the Program shall provide the following data regarding the base year 1972 to the Secretary's designated agent:

6.2.1 A list of all models shipped by the manufacturer in 1972.

6.2.2 Energy consumption, as determined under 4.3, for each model shipped in 1972.

6.2.3 Total factory shipments of each model shipped in 1972.

6.2.4 Identification of any energy saving feature covered under 4.5 which was on models shipped in 1972.

6.3 If test information is not available for determining the energy consumption for 1972 models as required under 6.2.2, the manufacturer shall use the options listed in 6.3.1, 6.3.2, and 6.3.3.

6.3.1 If 1972 models are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.2 If 1972 models are not available, but other year models of the same basic model groups are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.3 If 1972 models or other year models of the same basic model groups are not available, prepare estimates of model energy consumptions based on the best engineering theory and judgment and submit these to the designated agent. In this case, the bases for the estimates shall be documented and submitted to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234, for review and approval prior to the submission to the designated agent. This documentation shall be maintained in files at the National Bureau of Standards until June 1981.

7.0 *Goal.*

7.1 The objective for the Program is to effect a 18 percent decrease of the total energy usage for the total number of 1980 factory shipped dishwasher models when compared with the total energy usage of an equal number of 1972 factory shipped models having the same model mix proportions as in 1972. See example in appendix A.

7.2 The industry goal under this Program shall be expressed in terms of an increased factory shipment weighted Energy Factor for the industry. The goal shall be determined by calculating the factory shipment weighted Energy Factor for the industry for the base year 1972, and then dividing by 0.82. This recalculated factory shipment weighted Energy Factor for the industry shall be the goal assigned to the industry for 1980.

7.3 The 1972 base year factory shipment weighted Energy Factor for the industry shall be determined on the basis of the base data, as defined in 6.0, provided by the manufacturers participating in the Program.

7.4 After receiving the base data, the Secretary shall have the calculations indicated in 7.2 performed to determine the goal for the industry.

7.5 The required improvements of individual manufacturers to the factory shipment weighted Energy Factor for the manufacturer shall be set according to the method described in 8.3.

7.6 The industry goal shall be published in the FEDERAL REGISTER. Manufacturers shall be notified of their individual goals by letter.

8.0 *Method for Calculating the Goal.*

8.1 For the base year 1972, the factory shipment weighted Energy Factor shall be calculated for each manufacturer and the industry.

8.2 The assigned Energy Factor goal for the industry shall be equal to the 1972 factory shipment weighted Energy Factor for the industry divided by 0.82.

8.3 The required improvement for each manufacturer shall be the difference between the assigned Energy Factor goal for the industry and the 1972 factory shipment weighted Energy Factor for that manufacturer. Should the difference be negative, improvement shall not be required but shall be encouraged.

8.4 A numerical example illustrating the methodology for determining the factory shipment weighted Energy Factor for a manufacturer and the 1980 industry goal is given in Appendix A.

9.0 *Monitoring and Record Keeping Requirements.*

9.1 Each manufacturer shall establish proposed intermediate goals for himself by

year reflecting how he plans to meet the target goal for 1980. These proposed goals shall be relayed to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234. Based upon these submissions, the Secretary shall set and publish in the FEDERAL REGISTER intermediate goals for the industry. The Secretary shall notify each manufacturer separately of his own intermediate goals. For the year 1976, the intermediate goal shall be at least that which has been attained since the base year.

9.2 The intermediate yearly goals shall be used to monitor the progress of the individual manufacturers and of the industry as a whole.

9.3 If a manufacturer finds at a later date that he cannot meet the intermediate goals, he should notify the Secretary within 30 days of such finding.

9.4 For years 1976 through 1980, manufacturers shall provide, before March 31 of each following year, the following information to the Secretary's designated agent:

9.4.1 A list of all models shipped in that year.

9.4.2 Energy consumption, as determined under 4.3, for each model shipped in that year.

9.4.3 Total factory shipments of each model shipped in that year.

9.4.4 Identification of any energy saving feature covered under 4.5 which was not on models shipped in 1972 and the approval for the energy consumption adjustment from the Department.

9.5 Based upon information submitted under 9.4, the Secretary's designated agent shall annually calculate the factory shipment weighted Energy Factor for each manufacturer and the industry, and report the results to the Secretary.

9.6 The Secretary shall publish in the FEDERAL REGISTER the factory shipment weighted Energy Factor for the industry, and notify each manufacturer separately of his own factory shipment weighted Energy Factor.

9.7 The Secretary's designated agent shall maintain for a period of two years the data submitted by manufacturers under 9.4. Information submitted by manufacturers to the designated agent which is proprietary shall remain confidential and not be disclosed to anyone. Pursuant, however, to the Secretary's responsibilities under 9.6, he, or his designee, may be permitted to examine such data solely for the purpose of verifying the calculations made by the designated agent under 9.5.

9.8 Manufacturers shall maintain files of test results and calculations on which ratings are based and files of factory shipments. Data relating to a given model shall be preserved for a period of two years after production of that model has been terminated, and if requested shall be provided to the Secretary within 30 days of receipt of the request.

10.0 *Participation in the Program.*

10.1 Manufacturers desiring to participate in the Program shall notify the Secretary of their intent no later than July 15, 1975. A manufacturer's notice of participation shall be substantially in the form shown in appendix B and shall include all statements given in that form. Unless otherwise ruled by the Secretary, approval for participation by any manufacturer shall automatically be granted upon this notification to the Department. Receipt of this notification shall be acknowledged.

10.2 Participating manufacturers shall submit the base data described in 6.0 to the Secretary's designated agent within ninety days after the date of publication in the FEDERAL REGISTER of the test procedures for the Program.

10.3 Participating manufacturers who terminate their operations before 1981 shall notify the Secretary. The 1972 base data and the 1980 industry goals shall not be affected.

10.4 Manufacturers shall advise the Secretary of any energy saving features covered under 4.5 which affect the primary function of a model and of any other innovations. No energy consumption adjustment for an energy saving feature shall be made without prior written approval from the Secretary.

10.5 Manufacturers that undergo a reorganization due to merger or for other reasons shall be treated, for purposes of determining progress toward and satisfaction of the 1980 goal, as if the original organization had been maintained.

10.6 When one manufacturer ships units of dishwashers to another manufacturer for purposes of resale, the former and not the latter shall report the units as part of his factory shipments.

10.7 Private brand labelers are encouraged to cooperate with their manufacturer-suppliers and are covered through their manufacturer-suppliers in the Program.

11.0 *Privileged Material.*

Any proprietary information submitted in confidence to and in the possession of the Department in connection with the operation of this Program shall be considered privileged and, as such, be subject to the protection afforded under the provisions of 5 U.S.C. 552, the Freedom of Information Act.

APPENDIX A: METHOD FOR CALCULATING THE INDUSTRY GOAL—AN EXAMPLE

In this hypothetical example, for convenience and economy of calculation, an industry consisting of three manufacturers is assumed. Tables 1, 2, and 3 illustrate the method for calculating the factory shipment weighted Energy Factor for each individual manufacturer for the base year. Table 1 also shows how the saving from optional energy saving features of a model is incorporated into the calculation of the Energy Factor of the model. Table 4 shows how the data for determining the factory shipment weighted Energy Factor for the industry for the base year is obtained from Tables 1, 2, and 3. This is followed by the calculation of the factory shipment weighted Energy Factor for the industry for the base year. The 1980 industry factory shipment weighted Energy Factor goal for the industry is then obtained by dividing the factory shipment weighted Energy Factor for the industry by 0.82. Table 5 shows the changes required by each manufacturer to meet the assigned 1980 industry factory shipment weighted Energy Factor goal.

TABLE 1.—*Calculation of factory shipment weighted energy factor for manufacturer A*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 5.43 | 20,000 | 20,000 | 108,600 |
| 2 | 1 | 4.92 | 30,000 | 30,000 | 147,600 |
| 3 | 1 | 5.82 | 50,000 | 50,000 | 291,000 |
| 4[1] | 1 | 6.55 | 10,000 | 10,000 | 65,500 |
| Total | | | 110,000 | 110,000 | 612,700 |

[1] Model 4 of manufacturer A has been rated according to the standard test procedures to have an energy consumption of 6.89 kWh. The manufacturer reports that an energy saving device has been installed on that model as an energy saving feature. It is determined through test procedures that a 10-percent energy consumption reduction can be achieved, but there is no field data at this time relating to the frequency of use of this device. Therefore, 50 percent of the saving is credited to the model. The adjusted energy consumption is:

$$6.89\times(1-0.1\times0.5)=6.55 \text{ kWh}$$

NOTE.—Factory Shipment Weighted Energy Factor for Manufacturer A

$$=\frac{110,000}{612,700}=0.180 \text{ load per kilowatthour}$$

TABLE 2.—*Calculation of factory shipment weighted energy factor for manufacturer B*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 4.93 | 30,000 | 30,000 | 147,900 |
| 2 | 1 | 4.52 | 50,000 | 50,000 | 226,000 |
| 3 | 1 | 5.21 | 20,000 | 20,000 | 104,200 |
| 4 | 1 | 5.13 | 40,000 | 40,000 | 205,200 |
| 5 | 1 | 5.25 | 60,000 | 60,000 | 315,000 |
| Total | | | 200,000 | 200,000 | 998,300 |

NOTE.—Factory shipment weighted energy factor for manufacturer B

$$=\frac{200,000}{998,300}=0.200 \text{ load per kilowatthour}$$

TABLE 3.—*Calculation of factory shipment weighted energy factor for manufacturer C*

| Model | Load | Energy consumption (kilowatthours) | Factory shipment | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|---|---|---|
| 1 | 1 | 5.30 | 10,000 | 10,000 | 53,000 |
| 2 | 1 | 5.85 | 20,000 | 20,000 | 117,000 |
| 3 | 1 | 6.70 | 30,000 | 30,000 | 201,000 |
| 4 | 1 | 6.20 | 30,000 | 30,000 | 186,000 |
| Total | | | 90,000 | 90,000 | 557,000 |

NOTE.—Factory shipment weighted energy factor for manufacturer C

$$=\frac{90,000}{557,000}=0.162 \text{ load per killowatthour.}$$

TABLE 4.—*Calculation of factory shipment weighted energy factor for the industry*

| Manufacturer | Load times factory shipment | Energy consumption times factory shipment |
|---|---|---|
| A | 110,000 | 612,700 |
| B | 200,000 | 998,300 |
| C | 90,000 | 557,000 |
| Total | 400,000 | 2,168,000 |

NOTES.—Factory shipment weighted energy factor for the industry

$$=\frac{400,000}{2,168,000}=0.185 \text{ load per kilowatthour}$$

The assigned factory shipment weighted energy factor for the industry for 1980

$$=\frac{400,000}{(0.82\times 2,168,000)}=0.225 \text{ load per kilowatthour}$$

TABLE 5.—*Changes per manufacturer*

| Manufacturer | 1972 energy factor (load per kilowatt-hour) | Assigned energy factor (load per kilowatt-hour) | Required change (load per kilowatt-hour) |
|---|---|---|---|
| A | 0.180 | 0.225 | +0.045 |
| B | .200 | .225 | +.025 |
| C | .162 | .225 | +.063 |

APPENDIX B: FORM FOR MANUFACTURER'S NOTICE OF THE INTENT TO PARTICIPATE IN THE PROGRAM

*Assistant Secretary for Science and Technology,*
*Room 3862,*
*Department of Commerce,*
*Washington, D.C. 20230*

(NAME OF CORPORATION) intends to participate in the Department of Commerce Voluntary Appliance Efficiency Program with respect to dishwashers subject to finalization of the test procedures to be developed cooperatively by the National Bureau of Standards and the industry. Accordingly, (NAME OF CORPORATION) agrees to abide by all conditions for participation as set forth in the Voluntary Program for Appliance Efficiency—Dishwashers (40 FR ——), including provision to the Secretary's designated agent of the information enumerated in Sections 6.0 and 9.4.

The effective date for participation of (NAME OF CORPORATION) in the Program is ----------

(DATE)
(SIGNATURE)
(CORPORATE TITLE)

[FR Doc.75-17621 Filed 7-9-75;8:45 am]

## GAS RANGES

### Voluntary Program for Appliance Efficiency

By notice published in the FEDERAL REGISTER March 3, 1975 (40 FR 8846), the Department of Commerce announced its intention of issuing a set of individual proposed programs for each appliance type covered by the Voluntary Program for Appliance Efficiency, each program setting the energy efficiency goal for one type of appliance and describing how the product testing and performance calculations for that appliance type are to be made. Interested persons were invited to participate in the development of the proposed programs by sending suggestions and comments to the Assistant Secretary for Science and Technology on or before April 2, 1975. The public comment period was extended to April 20, 1975, by a notice published in the FEDERAL REGISTER March 28, 1975 (40 FR 14107).

Comments and suggestions in response to the above referenced notice were received from forty-five sources and were reviewed within the Department. Copies of the letters are available for public inspection at the Department's Central Reference and Records Inspection Facility, Room 7068, Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230.

Based on the comments received and on discussions with representatives of the Federal Energy Administration and with other interested persons, a proposed program plan for gas ranges as set forth below was developed. The Department of Commerce now proposes to initiate a Voluntary Program for Appliance Efficiency—Gas Ranges by publication of the plan set forth below. Proposed plans for programs covering other appliance types will be published for public comment as they are developed.

Interested persons are invited to participate in further development of the proposed program by submitting written comments or suggestions in four copies to the Assistant Secretary for Science and Technology, Room 3862, U.S. Department of Commerce, Washington, D.C. 20230, on or before July 31, 1975.

Suggestions and comments received will be placed in a public docket available for examination by interested persons at the Central Reference and Records Inspection Facility at the address shown above.

The overall goal of the Voluntary Program for Appliance Efficiency is to effect by 1980 a 20 percent reduction in the energy usage of new major home appliances, as compared to their 1972 energy usage. President Ford stated in his January 15, 1975, Message to Congress that unless there is substantial agreement by manufacturers before July 15, 1975, to try to achieve this overall goal, legislation for a mandatory appliance efficiency program will be requested. Therefore, manufacturers who support the concept of the Voluntary Program for Appliance Efficiency are urged to make this support known to Secretary of Commerce Rogers C. B. Morton before July 15, 1975. As detailed programs are developed for each product type, manufacturers are urged to become actual program participants with respect to the types of appliances they manufacture.

BETSY ANCKER-JOHNSOFN, Ph. D.,
*Assistant Secretary for Science and Technology.*

The following is the proposed Voluntary Program for Appliance Efficiency—Gas Ranges now under consideration:

PROPOSED VOLUNTARY PROGRAM FOR APPLIANCE EFFICIENCY—GAS RANGES

1.0 Purpose.
2.0 Scope.
3.0 Definitions.
4.0 Test Methods.
5.0 Method for Determining Efficiency.
6.0 Base Data.
7.0 Goal.
8.0 Method for Calculating the Goal.
9.0 Monitoring and Record Keeping Requirements.
10.0 Participation in the Program.
11.0 Privileged Material.

APPENDIX A: Method for Calculating the Industry Goal—An Example.
APPENDIX B: Form for Manufacturer's Notice of the Intent to Participate in the Program.

1.0 *Purpose.*

1.1 The Voluntary Program for Appliance Efficiency was initiated in response to the direction of President Ford in his January 15, 1975, Message to Congress, that a voluntary program be developed to achieve by 1980 a 20 percent average reduction in the energy usage of new home appliances, as compared to new home appliances built in 1972. The overall program was announced in the FEDERAL REGISTER March 3, 1975 (40 FR 8846).

1.2 The Voluntary Program for Appliance Efficiency—Gas Ranges, hereinafter referred to as "Program," is one of several documents to be developed, each covering one major appliance category.

1.3 The specific purpose of this Program is to establish procedures for implementing improvement in the energy usage of new gas ranges by 1980.

2.0 *Scope.*

2.1 Except as provided in this section, this Program shall apply to the product class consisting of all gas ranges as defined in 3.9.

2.2 Individual units of gas ranges manufactured for export are not included in the Program.

3.0 *Definitions.*

3.1 The term "Department" means the Department of Commerce.

3.2 The term "Secretary" means the Secretary of Commerce.

3.3 The term "designated agent" means a party that is selected by the Secretary to handle the data processing aspect of the Program.

3.4 The term "manufacturer" means any person engaged in the fabricating or assembling of gas ranges in the United States for sale or resale, and importers.

3.5 The term "importer" means any person engaged in the importing of gas ranges into the United States for sale or resale.

3.6 The term "private brand labeler" means an owner of a brand or trademark whose brand or trademark appears on gas ranges supplied by manufacturers other than himself for resale.

3.7 The term "industry" means the collection of all manufacturers of gas ranges who are participants in the Program.

3.8 The term "gas" means either natural gas or propane gas.

3.9 The term "gas range" means an appliance for cooking which uses gas as its energy source and includes free-standing ranges equipped with surface units and one or more ovens; built-in combinations of surface units and one or more ovens; wall-mounted ovens with one or more ovens; counter-mounted surface assemblies; and microwave (electronic) ovens. "Surface unit" includes griddles, deep well cookers, and any other type unit accessible from the top.

3.10 The term 'basic model group" means all gas ranges actually manufactured or assembled by one manufacturer and having the identical energy release ratings and thermal efficiency rating. A basic model group may contain one or more members. A member consists of all units of a given sales model. Members of a basic model group may differ in details that do not affect performance as measured by the test methods to be developed under 4.1. Acceptable differences include, but are not limited to, variations in trim, color, sales model number, and brand name.

3.11 The term "factory shipment" means the number of gas ranges that has been actually manufactured by a given manufacturer and that has been shipped by that manufacturer for domestic sale or resale. This includes:

3.11.1 Shipments billed to distributors, factory distributing branches, and sales districts.

3.11.2 Shipments made directly by the manufacturer to retailers and all other customers.

3.11.3 Shipments to factory distributing branches, sales districts, and factory owned distributing outlets for their use where their inventory is owned by the manufacturer.

3.12 The term "year" and year designations, unless otherwise required by the context in which they appear, mean the calendar year, model year, or other yearly period, if the use of such other yearly period has been requested by a manufacturer and approved by the Secretary, that shall be used by manufacturers as a basis for providing information required under this Program.

4.0 *Test Methods.*

4.1 Samples of gas ranges shall be tested by manufacturers or their agents for energy consumption in accordance with test procedures to be developed by cooperative efforts between the National Bureau of Standards and the industry.

4.2 Samples of gas ranges shall be tested by manufacturers or their agents in accordance with the following requirements:

4.2.1 Unless otherwise required by the Secretary under 4.2.4, test results obtained in the testing of one member of a basic model group of gas range may be accepted as applicable to all members of that basic model group.

4.2.2 Sufficient units of each basic model group of gas range, that are representative of units to be shipped, shall be tested according to the methods and conditions to be developed under 4.1 to provide a valid basis for determining ratings. Results of tests and calculations shall be retained as required under 9.8.

4.2.3 Manufacturers shall maintain such quality control programs to include testing, as are necessary to insure that the performance of manufactured units is within the tolerances to be developed under 4.4. The use of national certification programs that are open to all manufacturers and under which energy consumption is certified based on the procedures to be developed under 4.1 is acceptable for this purpose. Results of tests and calculations shall be retained as required under 9.8.

4.2.4 In addition to the testing required under 4.2.2 and 4.2.3, the Secretary may require that one or more units of any specified model, selected at random from among recently shipped units, be tested by the manufacturer or his agent according to the methods and conditions to be developed under 4.1. Such testing shall be performed at the manufacturer's expense and the resulting test data and calculations shall be provided to the Secretary within 30 days of receipt by the manufacturer of such a request. This requirement does not preclude the Department from testing or having tested at its own expense any unit of gas range.

4.3 Ratings for gas ranges shall be as follows:

4.3.1 Energy consumption shall be reported in Btu and shall be based upon the result of the energy consumption tests to be developed under 4.1.

4.3.2 Range Thermal Efficiency, as defined in 5.2, shall be reported in percent and shall be based on the test procedures to be developed under 4.1.

4.4 All members of a basic model group shall be held to be improperly rated if two of that group are tested and rated under 4.2.3 or 4.2.4 and the results of such tests and ratings on both units fall outside the limits to be determined concurrently with the test methods to be developed under 4.1.

4.5 Energy consumption adjustments for energy saving devices on gas ranges, when the effect of such features cannot be determined under the methods and conditions to be developed under 4.1, shall be determined by test procedures developed in response to the specific situation.

5.0 *Method for Determining Efficiency.*

5.1 The basic measure of efficiency for gas ranges shall be the Range Thermal Efficiency ($E_t$), which shall be reported in percent.

5.2 Range Thermal Efficiency shall equal the sum (over all components, i.e., surface, oven, microwave) of the products of efficiency of a component and the energy consumption of that component, the resulting sum (the range's useful output) then being divided by the sum of the energy consumptions for all components. The result is then rounded to the nearest 0.1.

In symbols:

$$E_t = \frac{\sum_{i=1}^{n_s} E_s(i)W_s(i)t_s(i) + \sum_{j=1}^{n_o} E_o(j)W_o(j)t_o(j) + \sum_{k=1}^{n_m} E_m(k)W_m(k)t_m(k)}{\sum_{i=1}^{n_s} W_s(i)t_s(i) + \sum_{j=1}^{n_o} W_o(j)t_o(j) + \sum_{k=1}^{n_m} W_m(k)t_m(k)}$$

where:

$E_t$ = Range Thermal Efficiency in percent.
$E_s$ = Efficiency of a surface component in percent.
$E_o$ = Efficiency of an oven component in percent.
$E_m$ = Efficiency of a microwave component in percent.
$q_s$ = Energy release rate of a surface component in Btu per hour.
$q_o$ = Energy release rate of an oven component in Btu per hour.
$q_m$ = Energy release rate of a microwave component in Btu per hour (1 Btu/hour = 1/3.413 watt).
$t_s$ = Operation time of a surface component in hours.
$t_o$ = Operation time of an oven component in hours.
$t_m$ = Operation time of a microwave component in hours.
$n_s$ = Number of surface components.
$n_o$ = Number of oven components.
$n_m$ = Number of microwave components.

The rated efficiency, power, and operation time of each component (surface, oven, microwave) are to be determined by test procedures to be developed under 4.1.

5.3 The factory shipment weighted Range Thermal Efficiency for a manufacturer shall be equal to the sum of the products of the Range Thermal Efficiency for each model the manufacturer shipped in a given year times the factory shipment of that model in the given year times the energy consumption of that model, the resulting sum (the manufacturer's useful output) then being divided by the sum of the products of the energy consumption of the model and the factory shipment of that model for that year. This quotient is then multiplied by 100 and then rounded to the nearest 0.1.

5.4 The factory shipment weighted Range Thermal Efficiency for the industry shall be equal to the sum of the products of the Range Thermal Efficiency for each model the industry shipped in a given year times the factory shipment of that model in the given year times the energy consumption of that model, the resulting sum (the industry's useful output) then being divided by the sum of the products of the energy consumption of the model and the factory shipment of that model for that year. This quotient is then multiplied by 100 and then rounded to the nearest 0.1.

5.5 When energy saving features are provided by manufacturers and the use of such features is optional with consumers, an energy consumption adjustment shall be credited to those models having such features based on the extent to which consumers utilize such features. When the extent of consumer use of such features is not known, a tentative energy consumption adjustment equivalent to 50% of the potential energy saving for such features shall be credited to models having such features, such tentative adjustments being subject to subsequent revision based on actual use data when it becomes available. See example in appendix A.

6.0 *Base Data.*

6.1 The base year from which improvements are to be measured is 1972. For those manufacturers who ship their products by model year, model year 1972 may be used. For manufacturers who have no definite model year, calendar year 1972 may be used. Other special yearly periods, such as fiscal year 1972, may be used if a request to that effect is approved by the Secretary.

6.2 Manufacturers participating in the Program shall provide the following data regarding the base year 1972 to the Secretary's designated agent:

6.2.1 A list of all models shipped by the manufacturer in 1972.

6.2.2 Range Thermal Efficiency as determined under 4.3.2, and rated energy consumption as determined under 4.3.1, for each model shipped in 1972.

6.2.3 Total factory shipments of each model shipped in 1972.

6.2.4 Identification of any energy saving feature covered under 4.5 which was on models shipped in 1972.

6.3 If test information is not available for determining the energy consumption for 1972 models as required under 6.2.2, the manu-

facturer shall use the options listed in 6.3.1, 6.3.2, and 6.3.3.

6.3.1 If 1972 models are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.2 If 1972 models are not available, but other year models of the same basic model groups are available, perform the tests to be developed under 4.1 and submit the required data to the designated agent.

6.3.3 If 1972 models or other year models of the same basic model groups are not available, prepare estimates of model energy consumptions based on the best engineering theory and judgment and submit these to the designated agent. In this case, the bases for the estimates shall be documented and submitted to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234, for review and approval prior to the submission to the designated agent. This documentation shall be maintained in files at the National Bureau of Standards until June 1981.

7.0 *Goal.*

7.1 The objective for the Program is to effect a 30 percent decrease in the total energy usage for the total industry useful output of all 1980 factory shipped gas range models when compared with the total energy usage of an equal industry useful output of 1972 factory shipped gas range models having the same model mix proportions as in 1972. See example in appendix A.

7.2 The industry goal under this Program shall be expressed in terms of an increased factory shipment weighted Range Thermal Efficiency for the industry. This goal shall be determined by calculating the factory shipment weighted Range Thermal Efficiency for the industry for the base year 1972, and then dividing by 0.70. This recalculated factory shipment weighted Range Thermal Efficiency for the industry shall be the goal assigned to the industry for 1980.

7.3 The 1972 base year factory shipment weighted Range Thermal Efficiency for the industry shall be determined on the basis of the base data, as defined in 6.0, provided by manufacturers participating in the Program.

7.4 After receiving the base data, the Secretary shall have the calculations indicated in 7.2 performed to determine the goal for the industry.

7.5 The required improvements of individual manufacturers to the factory shipment weighted Range Thermal Efficiency for the manufacturer shall be set according to the method described in 8.3.

7.6 The industry goal shall be published in the FEDERAL REGISTER. Manufacturers shall be notified of their individual goals by letter.

8.0 *Method for Calculating the Goal.*

8.1 For the base year 1972, the factory shipment weighted Range Thermal Efficiency shall be calculated for each manufacturer and the industry.

8.2 The assigned Range Thermal Efficiency goal for the industry shall be equal to the 1972 factory shipment weighted Range Thermal Efficiency for the industry divided by 0.70.

8.3 The required improvement for each manufacturer shall be the difference between the assigned goal for the industry and the 1972 factory shipment weighted Range Thermal Efficiency for that manufacturer. Should the difference be negative, improvement shall not be required but shall be encouraged.

8.4 A numerical example illustrating the methodology for determining the factory shipment weighted Range Thermal Efficiency for a manufacturer and the 1980 industry goal is given in appendix A.

9.0 *Monitoring and Record Keeping Requirements.*

9.1 Each manufacturer shall establish proposed intermediate goals for himself by year reflecting how he plans to meet the target goal for 1980. These proposed goals shall be relayed to the Chief, Product Systems Analysis Division, National Bureau of Standards, Washington, D.C. 20234. Based upon these submissions, the Secretary shall set and publish in the FEDERAL REGISTER intermediate goals for the industry. The Secretary shall notify each manufacturer separately of his own intermediate goals. For the year 1976, the intermediate goal shall be at least that which has been attained since the base year.

9.2 The intermediate yearly goals shall be used to monitor the progress of the individual manufacturers and of the industry as a whole.

9.3 If a manufacturer finds at a later date that he cannot meet the intermediate goals, he should notify the Secretary within 30 days of such finding.

9.4 For years 1976 through 1980, manufacturers shall provide, before March 31 of each following year, the following information to the Secretary's designated agent:

9.4.1 A list of all models shipped in that year.

9.4.2 Range Thermal Efficiency as determined under 4.3.2, and energy consumption as determined under 4.3.1, for each model shipped in that year.

9.4.3 Total factory shipments of each model shipped in that year.

9.4.4 Identification of any energy saving feature covered under 4.5 which was not on models shipped in 1972, and the approval for the energy consumption adjustment from the Department.

9.5 Based upon information submitted under 9.4, the Secretary's designated agent shall annually calculate the factory shipment weighted Range Thermal Efficiency for each manufacturer and the industry, and report the results to the Secretary.

9.6 The Secretary shall publish in the FEDERAL REGISTER the factory shipment weighted Range Thermal Efficiency for the industry, and notify each manufacturer separately of his own factory shipment weighted Range Thermal Efficiency.

9.7 The Secretary's designated agent shall maintain for a period of two years the data submitted by manufacturers under 9.4. Information submitted by manufacturers to the designated agent which is proprietary shall remain confidential and not be disclosed to anyone. Pursuant, however, to the Secretary's responsibilities under 9.6, he, or his designee, may be permitted to examine such data solely for the purpose of verifying the calculations made by the designated agent under 9.5.

9.8 Manufacturers shall maintain files of test results and calculations on which ratings are based and files of factory shipments. Data relating to a given model shall be preserved for a period of two years after production of that model has been terminated, and if requested shall be provided to the Secretary within 30 days of receipt of the request.

10.0 *Participation in the Program.*

10.1 Manufacturers desiring to participate in the Program shall notify the Secretary of their intent no later than July 15, 1975. A manufacturer's notice of participation shall be substantially in the form shown in appendix B and shall include all statements given in that form. Unless otherwise ruled by the Secretary, approval for participation by any manufacturer shall automatically be granted upon this notification to the Department. Receipt of this notification shall be acknowledged.

10.2 Participating manufacturers shall submit the base data described in 6.0 to the Secretary's designated agent within ninety days after the date of publication in the FEDERAL REGISTER of the test procedures for the Program.

10.3 Participating manufacturers who terminate their operations before 1981 shall notify the Secretary. The 1972 base data and the 1980 industry goals shall not be affected.

10.4 Manufacturers shall advise the Secretary of any energy saving features covered under 4.5 which affect the primary function of a model and of any innovations. No energy consumption adjustment for an energy saving feature shall be made without prior written approval from the Secretary.

10.5 Manufacturers that undergo a reorganization due to merger or for other reasons shall be treated, for purposes of determining progress toward and satisfaction of the 1980 goal, as if the original organization had been maintained.

10.6 When one manufacturer ships units of gas ranges to another manufacturer for purposes of resale, the former and not the latter shall report the units as part of his factory shipments.

10.7 Private brand labelers are encouraged to cooperate with their manufacturer-suppliers and are covered through their manufacturer-suppliers in the Program.

11.0 *Privileged Material.*

Any proprietary information submitted in confidence to and in the possession of the Department in connection with the operation of this Program shall be considered privileged and, as such, be subject to the protection afforded under the provisions of 5 U.S.C. 552, the Freedom of Information Act.

APPENDIX A: METHOD FOR CALCULATING THE INDUSTRY GOAL—AN EXAMPLE

In this hypothetical example, for convenience and economy of calculation, an industry consisting of three manufacturers is assumed. Tables 1, 2, and 3 illustrate the method of calculating the factory shipment weighted Range Thermal Efficiency for each individual manufacturer for the base year. Table 1 also shows how the saving from optional energy saving features of a model is incorporated into the calculation of the Range Thermal Efficiency of the model. Table 4 shows how the data for determining the factory shipment weighted Range Thermal Efficiency for the industry for the base year is obtained from Tables 1, 2, and 3. This is followed by the calculation of the factory shipment weighted Range Thermal Efficiency for the industry for the base year. The 1980 industry factory shipment weighted Range Thermal Efficiency goal for the industry is then obtained by dividing the factory shipment weighted Range Thermal Efficiency for the industry by 0.70. Table 5 shows the changes required by each manufacturer to meet the assigned 1980 industry factory shipment weighted Range Thermal Efficiency goal.

TABLE 1.—*Calculation of factory shipment weighted range thermal efficiency for manufacturer A*

| Model | Range thermal efficiency (percent) | Energy consumption (British thermal units) | Factory shipment | Total energy consumption (therms) | Range thermal efficiency times total energy consumption (therms) |
|---|---|---|---|---|---|
| 1 | 39 | 14,341 | 100,000 | 14,341 | 5,593 |
| 2 | 42 | 11,683 | 50,000 | 5,841 | 2,453 |
| 3 | 29 | 18,191 | 20,000 | 3,638 | 1,055 |
| 4[1] | 32 | 16,519 | 30,000 | 4,956 | 1,586 |
| Total | | | 200,000 | 28,776 | 10,687 |

[1] Model 4 of manufacturer A has been rated according to the standard test procedures defined in 4.0, to use 17,388 Btu/d, thus having a range thermal efficiency of 30.4 percent. The manufacturer reports that an energy saving device has been installed on that model as an energy saving feature. It is determined through test procedures that a 10-percent energy consumption reduction can be achieved, but there is no field data at this time relating to the frequency of use of this device. Therefore, 50 percent of the saving is credited to the model. The adjusted energy consumption is:

$$17{,}388\times(1-0.1\times0.5)=16{,}519 \text{ Btu and the adjusted range thermal efficiency is 32 percent.}$$

NOTE.—Factory shipment weighted range thermal efficiency for manufacturer A

$$=\left(\frac{10{,}787}{28{,}776}\right)\times100=37.1 \text{ percent}$$

TABLE 2.—*Calculation of factory shipment weighted range thermal efficiency for manufacturer B*

| Model | Range thermal efficiency (percent) | Energy consumption (British thermal units) | Factory shipment | Total energy consumption (therms) | Range thermal efficiency times total energy consumption (therms) |
|---|---|---|---|---|---|
| 1 | 32 | 16,894 | 20,000 | 3,379 | 1,081 |
| 2 | 28 | 18,567 | 10,000 | 1,857 | 520 |
| 3 | 40 | 12,082 | 100,000 | 12,082 | 4,833 |
| 4 | 35 | 14,778 | 20,000 | 2,956 | 1,034 |
| 5 | 30 | 15,017 | 10,000 | 1,502 | 451 |
| Total | | | 160,000 | 21,776 | 7,919 |

NOTE.—Factory shipment weighted range thermal efficiency for manufacturer B

$$=\left(\frac{7{,}919}{21{,}776}\right)\times100=36.4 \text{ percent}$$

TABLE 3.—*Calculation of factory shipment weighted range thermal efficiency for manufacturer C*

| Model | Range thermal efficiency (percent) | Energy consumption (British thermal units) | Factory shipment | Total energy consumption (therms) | Range thermal efficiency times total energy consumption (therms) |
|---|---|---|---|---|---|
| 1 | 45 | 10,034 | 60,000 | 6,020 | 2,709 |
| 2 | 38 | 14,847 | 10,000 | 1,485 | 564 |
| 3 | 40 | 12,048 | 30,000 | 3,614 | 1,446 |
| 4 | 42 | 11,672 | 40,000 | 4,669 | 1,961 |
| Total | | | 140,000 | 15,788 | 6,680 |

NOTE.—Factory shipment weighted range thermal efficiency for manufacturer C

$$=\left(\frac{6{,}680}{15{,}788}\right)\times100=42.3 \text{ percent}$$

TABLE 4.—*Calculation of factory shipment weighted range thermal efficiency for the industry*

| Manufacturer | Total energy consumption (therms) | Range thermal efficiency times total energy consumption (therms) |
|---|---|---|
| A | 28,776 | 10,687 |
| B | 21,776 | 7,919 |
| C | 15,788 | 6,680 |
| Total | 66,340 | 25,286 |

NOTES.—Factory shipment weighted range thermal efficiency for the industry

$$=\left(\frac{25{,}286}{66{,}340}\right)\times100=38.1 \text{ percent}$$

The assigned factory shipment weighted range thermal efficiency for the industry

$$=\frac{25{,}286\times100}{0.7\times66{,}340}=54.5 \text{ percent}$$

TABLE 5.—*Changes per manufacturer*

| Manufacturer | 1972 range thermal efficiency (percent) | Assigned range thermal efficiency (percent) | Required change (percent) |
|---|---|---|---|
| A | 37.1 | 54.5 | +17.4 |
| B | 36.4 | 54.5 | +18.1 |
| C | 42.3 | 54.5 | +12.3 |

APPENDIX B: FORM FOR MANUFACTURER'S NOTICE OF THE INTENT TO PARTICIPATE IN THE PROGRAM

*Assistant Secretary for Science and Technology,*
*Room 3862,*
*Department of Commerce*
*Washington, D.C. 20230*

(NAME OF CORPORATION) intends to participate in the Department of Commerce Voluntary Appliance Efficiency Program with respect to gas ranges subject to finalization of the test procedures to be developed cooperatively by the National Bureau of Standards and the industry. Accordingly, (NAME OF CORPORATION) agrees to abide by all conditions for participation as set forth in the Voluntary Program for Appliance Efficiency—Gas Ranges (40 FR ), including provision to the Secretary's designated agent of the information enumerated in Sections 6.0 and 9.4.

The effective date for participation of (NAME OF CORPORATION) in the Program is _____.

(DATE)
(SIGNATURE)
(CORPORATE TITLE)

[FR Doc.75-17619 Filed 7-9-75;8:45 am]

## GAS WATER HEATERS

### Voluntary Program for Appliance Efficiency

*Correction*

In FR Doc. 75-16100 appearing at page 26290 of the issue for Monday, June 23, 1975, some text was omitted from Section 4.0 of the Voluntary Program. Section 4.0, *Test Methods*, should read as follows:

4.0 *Test Methods*

4.1 Samples of gas water heaters shall be tested by manufacturers or their agents in accordance with the methods and conditions specified in 4.1 through 4.4, which were adapted from methods and conditions specified in American National Standards Z21.-10.1-1974, "Gas Water Heaters," and C72.1-1972, "Household Automatic Electric Storage-Type Water Heaters."

The following preparations shall be made prior to the testing described in 4.2 and 4.3:

The water heater shall be installed according to instructions provided by the manufacturer. Thermometers shall be installed in the cold water inlet line and the hot water outlet line, and thermocouples shall be placed in the tank at the level of the center of six sections of equal volume from top to botton of the tank. When average tank water temperature is specified, it shall be the average of the readings of these six thermocouples.

A gas meter shall be installed in the gas supply line. Provisions shall be made for shutting off the cold water inlet line and hot water outlet line, and the gas supply line.

The gas input rate to the water heater shall be adjusted to be within plus or minus five percent of the manufacturer's rating.

The thermostat(s) shall be adjusted to a setting of 160° F, plus or minus 5° F. The thermostat setting shall be determined by starting water into the system at 70° F, plus or minus 2° F, putting the water heater into operation, and noting the maximum temperature of water drawn from the water heater outlet immediately after the primary thermostat cuts out. This maximum temperature shall be considered the thermostat setting.

Water heaters shall be operated for at least 24 hours to attain thermal equilibrium before testing.

4.2 The test for recovery efficiency of gas water heaters shall be as follows:

After thermal equilibrium has been attained and immediately after a primary thermostat cut-out, the inlet water valve shall be closed, the gas supply interrupted, and the water drained. After the system has been emptied, the drain valve shall be closed, the inlet water valve opened, and the system

filled at once with water at 70° F, plus or minus 2° F. The gas meter reading shall be taken and the water heater put into operation. When the primary thermostat again cuts out, the gas meter reading shall be taken and the average tank water temperature recorded.

Recovery efficiency shall be calculated by means of the following equation:

$$E_r = \frac{W(\theta_2 - \theta_1)}{M} \times 100$$

where:
$E_r$ = Recovery efficiency, percent.
$W$ = Weight of water heated, lbs.
$\theta_2$ = Average tank water temperature, °F.
$\theta_1$ = Average inlet water temperature, °F.
$M$ = Measured energy consumption, Btu (1 gallon of propane = 91,500 Btu).

4.3 The test for standby loss of gas water heaters shall be as follows:

During pre-test operation and after a primary thermostat cut-out, accumulated air shall be eliminated from the tank. Room temperature shall be recorded at least once every hour during the test and these readings shall be averaged to obtain average room temperature.

After thermal equilibrium has been attained and immediately after a primary thermostat cut-out, the initial gas meter reading shall be taken and recording of the average tank water temperature started. The average tank water temperature shall be recorded continuously until the primary thermostat again cuts out, and during every subsequent cut-in and cut-out of the primary thermostat during the test. The test shall continue for at least 48 hours and at least two cycles of the primary thermostat. The test shall be terminated and the final gas meter reading taken immediately after a primary thermostat cut-out.

Standby loss shall be calculated by means of the following equation:

$$S = \frac{W(T_1 - T_2)\ 100/E_r + M}{tW(\theta_2 - \theta)} \times \frac{90}{\theta_2 - \theta} \times 100$$

where:
$S$ = Standby loss, percent per hour, expressed as a percentage of the total heat content of the stored water above room temperature.
$E_r$ = Recovery efficiency, percent, as determined in 4.2.
$M$ = Total measured energy consumption, British thermal units. (1 gallon of propane = 91,500 British thermal units).
$t$ = Duration of test, hours.
$W$ = Weight of stored water, pounds.
$\theta_2$ = Average tank water temperature during the test, °F.
$\theta$ = Average room temperature during the test, °F.
$T_1$ = Average tank water temperature at start of test, °F.
$T_2$ = Average tank water temperature at finish of test, °F.

4.4 The test for storage capacity of gas water heaters shall be as described in Section 2.24 of American National Standard Z21.10.1–1974, "Gas Water Heaters."

4.5 Except as provided under 4.6 the computation of energy consumption for water heaters shall be as follows:

Energy consumption shall be based on a hot water usage rate of 500 gallons per week and a water temperature rise of 90° F, and shall be calculated by means of the following equation:

$$E = \frac{5{,}357{,}000}{E_r} + 180\ VS - 40{,}179{,}000\ \frac{VS}{qE_r}$$

where:
$E$ = Energy consumption, British thermal units per day.
$E_r$ = Recovery efficiency, percent, as determined in 4.2.
$S$ = Standby loss, percent per hour, as determined in 4.3.
$V$ = Tank storage capacity, gallons, as determined in 4.4.
$q$ = Manufacturer's specified energy input, British thermal units per hour (1 gallon of propane = 91,500 Btu).

4.6 The computation of energy consumption for gas water heaters with thermostat(s) set for energy saving shall be as follows:

An energy consumption adjustment shall be allowed for setting primary thermostats to 140° F. To obtain this credit, the primary thermostat setting shall contain a detent, lock, or other significant feature that would encourage use of the recommended setting. The use of the recommended setting shall also be encouraged by appropriate symbols or instructions on or near the thermostat setting dial and in the accompanying instruction manual. The equation for computing energy consumption shall be:

$$E = \frac{5{,}179{,}000}{E_r} + 160\ VS - 34{,}513{,}000\ \frac{VS}{qE_r}$$

where:
$E$ = Energy consumption, British thermal units per day.
$E_r$ = Recovery efficiency, percent, as determined in 4.2.
$S$ = Standby loss, percent per hour, as determined in 4.3.
$V$ = Tank storage capacity, gallons, as determined in 4.4.
$q$ = Manufacturer's specified energy input, British thermal units per hour (1 gallon of propane = 91,500 Btu).

4.7 Samples of gas water heaters shall be tested by manufacturers or their agents in accordance with the following requirements:

4.7.1 Unless otherwise required by the Secretary under 4.7.4, test results obtained in the testing of one member of a basic model group may be accepted as applicable to all members of that basic model group.

4.7.2 Sufficient units of each basic model group, that are representative of units to be shipped, shall be tested according to the methods and conditions specified in 4.1 through 4.4 to provide a valid basis for determining ratings. Results of tests and calculations shall be retained as required under 9.8.

4.7.3 Manufacturers shall maintain such quality control programs, to include testing, as are necessary to insure that the performance of manufactured units is within the tolerances specified in 4.9. The use of national certification programs that are open to all manufacturers and under which recovery efficiency, standby loss, storage capacity, and energy consumption are certified based on the standards listed in 4.1 through 4.4 is acceptable for this purpose. Results of tests and calculations shall be retained as required under 9.8.

4.7.4 In addition to the testing required under 4.7.2 and 4.7.3, the Secretary may require that one or more units of any specified model, selected at random from among recently shipped units, be tested by the manufacturer or his agent according to the methods and conditions specified in 4.1 through 4.4. Such testing shall be performed at the manufacturer's expense and the resulting test data and calculations shall be provided to the Secretary within 30 days of receipt by the manufacturer of such a request. This requirement does not preclude the Department from testing or having tested at its own expense any water heaters.

4.8 Gas water heaters shall be rated in terms of energy consumption, which shall be reported in Btu per day and which shall be based on the result of the computation called for in 4.5 or 4.6, whichever section is applicable.

4.9 All members of a basic model group shall be held to be improperly rated if two units of that group are tested and rated under 4.1 through 4.6 and the results of such tests and ratings on both units fall outside the following limits:

4.9.1 The value for recovery efficiency shall not be less than 95% of the stated rating.

4.9.2 The value for the standby loss shall not be greater than 105% of the stated rating.

4.9.3 The value for storage capacity of the tank shall be within plus or minus 5% of the stated rating.

4.9.4 The value for energy consumption shall not be greater than 105% of the stated rating.

4.10 Energy consumption adjustments for energy saving features on gas water heaters other than that discussed in 4.6, when the effect of such features cannot be determined under the methods and conditions specified under 4.1 through 4.6, shall be determined by test procedures developed in response to the specific situation.

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Alcohol, Drug Abuse, and Mental Health Administration

### ADVISORY COMMITTEES

### Filing of Annual Reports

Notice is hereby given that pursuant to section 13 of Pub. L. 92–463, Annual Reports for the following Alcohol, Drug Abuse, and Mental Health Administration Committees have been filed with the Library of Congress:

Clinical Projects Research Review Committee, Clinical Psychopharmacology Research Review Committee, Experimental and Special Training Review Committee, Juvenile Problems Research Review Committee, Mental Health Small Grant Committee, Minority Group Mental Health Programs Review Committee, Personality and Cognition Research Review Committee.

Copies are available to the public for inspection at the Library of Congress, Special Forms Reading Room, Main Building, and on weekdays between 9 a.m. and 4:30 p.m., at the Department of Health, Education, and Welfare, Department Library, North Building, Room 1436, 330 Independence Avenue, SW, Washington, D.C. 20201, telephone (202) 245–6791.

Dated: July 1, 1975.

JAMES D. ISBISTER,
*Acting Administrator, Alcohol, Drug Abuse, and Mental Health Administration.*

[FR Doc.75–17889 Filed 7–9–75;8:45 am]

### Food and Drug Administration

### FRANKLIN LABORATORIES

### Franklin Phenothiazine Drench Compound Powder; Withdrawal of Approval of New Animal Drug Application

The Commissioner of Food and Drugs is withdrawing approval of new animal drug application (NADA) No. 3–322V for Franklin Phenothiazine Drench Compound Powder, effective July 10, 1975.

Under provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(e), 82 Stat. 345–347 (21 U.S.C. 360b(e))) and

under authority delegated to the Commissioner (21 CFR 2.120), the following notice is issued:

Franklin Laboratories Division of American Home Products Corp., 1777 South Bellaire St., Denver CO 80222, holder of NADA No. 3-322V for Franklin Phenothiazine Drench Compound Powder, has requested that the application be withdrawn. The application was approved on December 4, 1940 as an anthelmintic for sheep, hogs, cattle, horses, and poultry.

The product was included in a notice published in the FEDERAL REGISTER of December 9, 1970 (35 FR 18688) in which it was stipulated that the firm was given 6 months from the date of publication to submit revised labeling or adequate documentation in support of the labeling used. By letter of April 14, 1972, the firm advised the Food and Drug Administration (FDA) that they no longer manufacture the subject product. The FDA suggested by a letter dated March 26, 1975 that the new animal drug application be withdrawn and that the firm waive the opportunity for a hearing since the product was no longer manufactured. By letter of April 3, 1975, the firm requested that the application be withdrawn and waived the opportunity for a hearing.

Therefore, in accordance with § 514.115 (21 CFR 514.115, formerly § 135.28 prior to recodification published in the FEDERAL REGISTER of March 27, 1975 (40 FR 13802)), notice is given that approval of NADA 3-322V and all supplements and amendments thereto for Franklin Phenothiazine Drench Compound Powder for sheep, hogs, cattle, horses, and poultry is hereby withdrawn, effective July 10, 1975.

Dated: July 2, 1975.

SAM D. FINE,
*Associate Commissioner for Compliance.*

[FR Doc.75-17891 Filed 7-9-75;8:45 am]

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 75-135]

### MISSISSIPPI RIVER; PORT OF NEW ORLEANS

#### Mooring of Barges and Vessel Operations and Control Barge Breakaways

Notice is given that paragraph 4c (Standby towboats) and paragraph 4d (Transfers in the fleet) in Special Order 3-74 (39 FR 6137) are suspended.

The Coast Guard regulates barges on the Mississippi River in the vicinity of New Orleans under Special Order 3-74. As a result of the high water on the Mississippi River in the spring, paragraphs 4c and 4d were made effective on February 19, 1975.

The Mississippi River water level has receded. Therefore the provisions of paragraphs 4c and 4d are unnecessary to control the mooring of barges and vessel operations.

Paragraphs 4c and 4d are suspended effective 6 p.m., June 4, 1975. All other requirements in Special Order 3-74 (39 FR 6137) remain in effect.

Dated: July 2, 1975.

W. R. RIEDEL,
*Acting Deputy Chief, Office of Marine Environment and Systems.*

[FR Doc. 75-17913 Filed 7-9-75;8:45 am]

### Federal Aviation Administration

### OCCUPATIONAL SAFETY OR HEALTH STANDARDS FOR AIRCRAFT CREWMEMBERS

#### Guidance Information

The following information, concerning Federal Aviation Administration (FAA) regulation of occupational safety or health conditions affecting aircraft crewmembers, is set forth for the guidance of the general public, and for employees of air carriers and other aircraft operators in particular.

Pursuant to its complete and exclusive responsibility for the regulation of the safety of civil aircraft operation under the Federal Aviation Act of 1958 (49 U.S.C. 1301, et seq.), herein called "the Act," the FAA prescribes and enforces standards and regulations affecting occupational safety or health with respect to U.S. registered civil aircraft in operation. this purpose, an aircraft is "in operation" For from the time it is first boarded by a from the time it is first boarded by a crewmember, preparatory to a flight, to the time the last crewmember leaves the aircraft after completion of that flight, including stops on the ground during which at least one crewmember remains on the aircraft, even if the engines are shut down.

Title VI of the Act (49 U.S.C. Chapter 20, Subchapter VI) contains the principal substantive provisions that authorize and require the FAA to promote the safety of civil aircraft operations by prescribing and revising standards and regulations governing, in the interest of safety, the design and materials (that is, the configuration), workmanship, construction, and performance of aircraft, maximum hours of periods of service of airmen and other employees of air carriers, and the transportation of dangerous articles.

With respect to civil aircraft in operation, the above mentioned safety regulatory responsibilities directly and completely encompass the safety and health aspects of the work environment of aircraft crewmembers. Aircraft design and operational factors are indivisible from occupational safety or health factors insofar as they affect the workplace of those crewmembers. Aircraft design and operational problems affecting the flight safety of crewmembers necessarily affect their occupational safety or health. Regulatory solutions to these problems necessarily involve practices, means, methods, operations, or processes needed to control the workplace environment of aircraft crewmembers.

Acting under its responsibility for the occupational safety or health of aircraft crewmembers, the FAA has issued numerous regulations directly affecting the workplace of pilots, flight engineers, cabin attendants, and other persons whose workplace is on aircraft in operation. These regulations (which are codified in 14 CFR Chapter I, Subchapters C, F, and G) cover, among things, aircraft performance and structural integrity, safety equipment for emergency ditching and evacuation, fire protection, protective breathing rescue aids, and emergency exits used by crewmembers. Other regulations affecting the crewmember workplace have been issued with respect to cockpit lighting, crewmember seat belts, toxicity and other characteristics of materials in the crewmember workplace, and other environmental factors affecting that workplace, including noise reduction, smoke evacuation, ventilation, heating, and pressurization. Maximum hours of duty and duty aloft for air carrier crewmembers are also regulated, as is the protection of crewmembers from radioactive and other hazardous materials.

In addition to regulations currently in effect, the FAA, in conjunction with its first Biennial Airworthiness Review Program, has issued, or will be issuing, notices of proposed rulemaking that include many proposals for further achieving safe and healthful working conditions for aircraft crewmembers. These proposals, for example, involve aircraft configuration and related design provisions such as pilot eye height criteria to be used in cockpit design; galley designs to ensure proper retention of items of mass; placarding of serving carts and galley equipment for maximum load; location of flight attendant seats near exits; increased accessibility of emergency equipment to flight attendants; design of flight attendant seats; crewmember seat belt and shoulder harness criteria; slip resistant floors in crewmember workplaces; crewmember safety provisions concerning lower deck galleys, alarms, signs, elevators, interphones, and escape routes; and other provisions such as improved requirements for portable oxygen equipment. In a related action, the FAA has also proposed flammability standards for flight attendant uniforms. These proposed regulations, if adopted, would also be added to 14 CFR Chapter I.

Every factor affecting the safe and healthy working conditions of aircraft crewmembers involves matters inseparably related to the FAA's occupational safety and health responsibilities under the Act. With respect to civil aircraft in operation, the overall FAA regulatory program, outlined in part above, fully occupies and exhausts the field of aircraft crewmember occupational safety and health.

The FAA invites broad public participation in the further development of its occupational safety and health regulatory program so as to assure, where possible, safe and healthful working conditions for all persons who serve as crew-

members on U.S. registered civil aircraft in operation. Any interested person who believes that the Federal Aviation Regulations should be expanded or otherwise amended to better achieve this objective is requested to submit his comments to the FAA, Director of Flight Standards Service, 800 Independence Avenue SW., Washington, D.C. 20591.

Issued in Washington, D.C., on July 2, 1975.

J. W. COCHRAN,
*Acting Administrator.*

[FR Doc.75-17859 Filed 7-9-75;8:45 am]

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## National Highway Traffic Safety Administration

[Docket No. EX75-18; Notice 2]

## ORCON INDUSTRIES, INC.

### Petition for Temporary Exemption From Federal Motor Vehicle Safety Standard

The National Highway Traffic Safety Administration has decided to deny the petition by Orcon Industries, Inc. for temporary exemption from Motor Vehicle Safety Standard No. 121, 49 CFR 571.121.

Notice of the petition was published on May 23, 1975, and an opportunity afforded for comment (40 FR 22579).

Petitioner manufactures semi-trailers for hauling asphalt and produced 56 such vehicles "in the past year." It estimated "change over costs" to Standard No. 121 as totaling $60,000, attributing $5,000 to engineering, $20,000 to testing, and $35,000 to "stock change over." Orcon had a net loss of $154,352.57 in the first 9 months of its current fiscal year, a net loss of $76,905.29 in its fiscal year ending April 30, 1974, and a net profit of $3,720.92 in the preceding fiscal year. How much of the loss is attributable to trailer manufacturing is unclear, as the company was incorporated to conduct "a general steel fabrication business." The source of its income since January 1, 1975, the effective date of Standard No. 121 for trailers, is also unclear.

The company appeared to argue that its limited financial resources have been directed towards "developing the trailer and getting into the trailer industry" by setting up "dealerships all over the United States at great expense" rather than towards compliance. It stated, "Because we are a small manufacturing operation and lack the necessary finances, and a more complete engineering section, we are forced to delay or put aside the necessary engineering, research, development, and testing time required for adequate implementation of S-121." Orcon did not allege any specific difficulty in complying with Standard No. 121, but noted that the retail price increase of $2,000 required for a conforming vehicle would make it "less attractive for a prospective purchaser," and it offers to present conforming vehicles as a consumer option while any exemption is in effect.

Fruehauf Corporation was the sole commenter on the petition, stating that it could supply conforming parts.

Pursuant to 15 U.S.C. 1410(a)(1)(A) the Administrator may grant a temporary exemption upon a finding "that compliance would cause [a] manufacturer substantial economic hardship and that the manufacturer has, in good faith, attempted to comply with each standard from which it requests to be exempted." Thus, the governing statute provides that before an exemption can be granted, a petitioner must demonstrate that it has in good faith attempted to comply with the standard from which it seeks exemption. Orcon's funds appear to have been devoted primarily to marketing and sales, establishing a nationwide network of dealers for its trailers. It did not submit an analysis of its difficulties in complying with Standard No. 121, or articulate its problems, and it appeared to view an exemption as a sales tool, allowing it to further its competitive position to the detriment of conforming trailer manufacturers and at the expense of traffic safety. The Administrator therefore is unable to find the requisite element of good faith in the petition by Orcon Industries.

For the reasons described above the NHTSA finds that insufficient justification has been shown for a temporary exemption from 49 CFR 571.121, Motor Vehicle Safety Standard No. 121, and the petition by Orcon Industries is denied.

(Sec. 3, Pub. L. 92-548, 86 Stat. 1159 (15 U.S.C. 1410); delegation of authority at 49 CFR 1.51)

Issued on July 3, 1975.

JAMES B. GREGORY,
*Administrator.*

[FR Doc. 75-17897 Filed 7-9-75;8:45 am]

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[Docket No. EX 75-16; Notice 2]

## SEBRING-VANGUARD, INC.

### Petition for Temporary Exemption From Motor Vehicle Safety Standards

This notice grants the petition of Sebring—Vanguard, Inc. for a temporary exemption of its CitiCar from certain safety standards, on the basis that compliance would cause it substantial economic hardship.

Notice of the petition was published on April 21, 1975, (40 FR 17625) and an opportunity provided for comment. Sebring was incorporated on May 15, 1973, and manufactured 650 electric powered motor vehicles in the 12-month period ending February 10, 1975. In the 18-month period from July 1, 1973, to December 31, 1974, net losses exceeded $425,000. Conformance problems still exist with respect to Standards Nos. 103 and 206, two standards from which it was previously exempted. With reference to Standard 103, *Windshield Defrosting and Defogging Systems*, Sebring states that a "low voltage electric heater and defrosting system has [not] been developed by industry for use in small lightweight electric vehicles." And in relation to Standard 206, on door retention components, it says that because of "the nature of the light-weight, plastic, ABS bodies" it believes that the hinge load requirements cannot be met by vehicles with an unloaded weight of less than 1,000 pounds.

In addition, 3-year exemptions are requested from Standards Nos. 114, *Theft Protection*, and 214, *Side Door Strength*. The petitioner argues that electric vehicles have no starter, the ignition key being used only "to complete a circuit." Substitution of a conventional steering assembly to provide a key-locking mechanism would "require complete redesign of our dashboard, our front-end, and front frame structure." It believes that Standard No. 214 is primarily directed at vehicles with an overall weight between 2500 and 4000 pounds, and that the side door strength requirements of the standard "are entirely out of proportion with the weight of the electric CitiCar." Denial of the petition, it states, would force the company to cease operations.

Comments in support of the petition were received from over 45 interested persons, primarily CitiCar owners. No comments opposed the petition. The remarks by the owners indicate their satisfaction with the level of safety provided by the CitiCar in areas where they have been used. Many commented that the vehicle contributes to a lessening of the energy crisis. The Administrator therefore finds that an exemption would be consistent with the public interest and the objectives of the National Traffic and Motor Vehicle Safety Act. Because of the net losses the company has incurred to date and the effect that a denial would have, the Administrator further finds that compliance with the four standards would cause the petitioner substantial economic hardship.

In consideration of the foregoing, Sebring-Vanguard Inc. is hereby granted NHTSA Exemption No. 75-16 from 49 CFR § 571.103, § 571.114, § 571.206, and § 571.214 (Motor Vehicle Safety Standards Nos. 103, 114, 206, and 214 expiring June 1, 1978.

(Sec. 3, Pub. L. 92-548, 86 Stat. 1159 (15 U.S.C. 1410); delegation of authority at 49 CFR 1.51)

Issued on July 3, 1975.

JAMES B. GREGORY,
*Administrator.*

[FR Doc.75-17898 Filed 7-9-75;8:45 am]

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# ARMS CONTROL AND DISARMAMENT AGENCY

## GENERAL ADVISORY COMMITTEE ON ARMS CONTROL AND DISARMAMENT

### Meeting

Notice is hereby given in accordance with section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770, 5 U.S.C. App. I) and paragraph 8b of Office of Management and Budget Circular No. A-63 (Revised) dated March 27, 1974, that an additional

meeting of the General Advisory Committee on Arms Control and Disarmament has been scheduled and that the date has been changed for the meeting originally scheduled to be held on Thursday, July 24, 1975 and Friday, July 25, 1975 at the Los Alamos Scientific Laboratory, Los Alamos, New Mexico, and the Sandia Corporation, Albuquerque, New Mexico. A notice of the meeting originally scheduled for July 24–25, 1975 was published on June 24, 1975 in the FEDERAL REGISTER (40 FR 26643).

The additional meeting of the General Advisory Committee on Arms Control and Disarmament is scheduled to be held on Wednesday, July 16, 1975 from 4 p.m. to 6:30 p.m. at 2201 C street, NW, Washington, D.C. in Room 7516, and on Thursday, July 17, 1975 from 9 a.m. to 5:30 p.m. at that location and elsewhere in Washington, D.C. The purpose of the meeting is for the Committee to receive classified briefings and hold classified discussions concerning continuing international negotiations and other arms control issues, in order to advise the President, the Secretary of State and the Director of the Arms Control and Disarmament Agency. Publication of a notice of this meeting at least 15 days before the date of the meeting in accordance with paragraph 8b(3) of Office of Management and Budget Circular No. A–63 (Revised) was not possible due to late scheduling of the meeting which was beyond the control of the General Advisory Committee on Arms Control and Disarmament and the Arms Control and Disarmament Agency.

The meeting of the General Advisory Committee on Arms Control and Disarmament originally scheduled for July 24–25, 1975 is now scheduled to be held on Thursday, August 21, 1975 from 9 a.m. to 6 p.m., and on Friday, August 22, 1975 from 9 a.m. to 3 p.m., at the Los Alamos Scientific Laboratory, Los Alamos, New Mexico, and the Sandia Corporation, Albuquerque, New Mexico.

Both the additional meeting and the rescheduling meeting will be closed to the public. Determinations have been made by the Director of the Arms Control and Disarmament Agency in accordance with section 10(d) of the Federal Advisory Committee Act and paragraph 8d(2) of the Office of Management and Budget Circular No. A–63 (Revised) that the meetings will be concerned with matters of the type described in 5 U.S.C. 552(b) (1) and (5). These determinations were made pursuant to a delegation of authority from the Office of Management and Budget dated June 25, 1973, issued under the authority of Executive Order 11769 dated February 21, 1974.

Dated: July 7, 1975.

SIDNEY D. ANDERSON,
*Advisory Committee Management Officer.*

[FR Doc.75–17986 Filed 7–9–75;8:45 am]

## NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES

### NATIONAL COUNCIL ON THE ARTS

#### Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), notice is hereby given that a meeting of the National Council on the Arts will be held on July 25, 26, 27/1975 at the Sheraton Park Hotel, Arlington Room, Woodley Road, Washington, D.C. On July 25 the meeting will be from 1 p.m.–6:15 p.m., on July 26, from 9 a.m.–5 p.m., and on July 27 from 9 a.m.–1 p.m.

A portion of this meeting will be open to the public on July 26 from 9 a.m.–1 p.m. on a space available basis. Accommodations are limited. During the open session, there will be a discussion on Program, Policy, and Planning.

The remaining sessions of this meeting on July 25 from 1 p.m.–6:15 p.m.; July 26 from 2:15 p.m.–5 p.m.; and, July 27 from 9 a.m.–1 p.m. are for the purpose of Panel review, discussion, evaluation, and recommendation on applications for financial assistance under the National Foundation on the Arts and the Humanities Act of 1965, as amended, including discussion of information given in confidence to the agency by grant applicants. In accordance with the determination of the Chairman published in the FEDERAL REGISTER of June 16, 1975, these sessions, which involve matters exempt from the requirements of public disclosure under the provisions of the Freedom of Information Act (5 U.S.C. 552(b), (4) and (5), will not be open to the public.

Further information with reference to this meeting can be obtained from Mrs. Eleanor A. Snyder, Acting Advisory Committee Management Officer, National Endowment for the Arts, Washington, D.C. 20506, or call (202) 634–7144.

ROBERT SIMS,
*Administrative Officer, National Endowment for the Arts, National Foundation on the Arts and the Humanities.*

[FR Doc.75–18098 Filed 7–9–75;8:45 am]

## CIVIL AERONAUTICS BOARD

[Docket No. 27939 etc., Order 75–7–23]

### CONTINENTAL AIR LINES INC.

#### Order Dismissing Complaints

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 3rd day of July, 1975.

In the matter of Joint economy fares proposed by Continental Air Lines, Inc. Dockets 27939, 27940, 27946, 27950, 27953.

By tariff revisions[1] marked to become effective July 4, 1975, Continental Air Lines, Inc. (Continental), jointly with six commuter carriers, proposes first class, coach, and economy fares in 582 domestic markets. Continental states in justification that:

> These joint fares are necessary to permit passengers to utilize these routings at the same fare now available for other routings. They are also in keeping with the Board's desire to specifically publish more joint fares and leave fewer fares to be constructed . . . Continental . . . is establishing economy joint fares at 90 percent of the resultant coach fare in accordance with the CAB Order nos. 75–3–63 issued March 20, 1975 and 75–4–109, issued April 22, 1975.

The proposed first-class and coach fares match existing local or joint fares of other carriers, except in a few instances where there is no published fare and Continental has applied normal construction rules. The proposed economy fares are being established in these markets for the first time, in each instance at 90 percent of the proposed coach fare. The filing involves a substantial portion of Continental's system, encompasses connecting services with commuter carriers at most major terminals on its system (Dallas, Denver, Detroit, Houston, Kansas City, Los Angeles, Portland, Oregon, San Francisco, Seattle and Wichita) and service to numerous points on the respective commuters' systems.[2]

Complaints have been filed by American Airlines, Inc. (American), Northwest Airlines, Inc. (Northwest), Texas International Airlines, Inc. (Texas International) Trans World Airlines, Inc. (TWA), and United Air Lines, Inc. (United).[3] The complainants argue primarily that Continental should not be permitted to establish joint fares with commuter carriers which undercut existing through and joint fares in markets where it has no single-carrier authority; and that the 10 percent differential exceeds that found lawful by the Board in the *Domestic Passenger-Fare Investigation (DPFI)* (Phase 9). The carriers argue further that the stay of the Board's decision pending litigation was limited in nature and did not contemplate extension of economy fares into other markets or beyond the limits of a carrier's system. Finally, it is contended that Continental would become the rate-making carrier in markets where it has no direct route authority, and would force those providing direct service to match the economy fares.[4]

Continental has filed an answer stating that the purpose of the proposed fare is "to bring to small communities the economy fares and services which

[1] Airline Tariff Publishers Company, Inc., Agent, Tariff C.A.B. No. 252.

[2] The commuter carriers are Air Midwest, Cascade Airways, Metroflight Airlines, Golden West Airlines, Inc., Rio Airways, Inc., and Swift Aire Lines, Inc.

[3] Frontier Airlines, Inc. and Ozark Air Lines, Inc. have filed answers in support of the complaints.

[4] United has filed to match Continental's joint economy fares in competitive markets.

now exist in all of Continental's single-carrier markets." Continental argues that the Board's order staying its Phase 9 decision does not preclude introduction of the proposed fares; that the Board has consistently permitted carriers to enter markets in which they are not authorized to operate by publication of first-class and coach joint fares; that any revenue dilution to incumbent carriers would be small; and that there is no substance to the claim that there can be no joint economy fare because the commuter carriers do not provide an economy service since the Board has permitted use of the commuters' fares in constructing both joint first-class and coach fares.

Upon consideration of all relevant matters, the Board concludes that the complaints do not set forth sufficient facts to warrant investigation, and the requests therefor, and consequently the requests for suspension, will be denied and the complaints dismissed.

The Board has historically followed a policy of minimal regulation of commuter carriers (they are exempted from tariff-filing requirements), and has consistently held that joint fares between certificated carriers and commuter carriers are properly a matter for voluntary negotiation. Accordingly, we would be disposed to suspend or investigate joint commuter/certificated carrier fares only where they were clearly inconsistent with the Board's policy or fundamental rate-making principles. We are not persuaded that this is the case here.

In Phase 9 of the *DPFI*, the Board concluded that the maximum lawful coach/economy differential should be $4.00 and directed the filing of tariffs in compliance with that finding.[5] This portion of its decision was subsequently stayed in response to Continental's motion for a stay pending court review (Order 75-3-63), essentially to avoid requiring some passengers to pay somewhat higher fares "for a brief additional period." By a subsequent order the Board clarified its intent that the 10 percent economy differential be maintained *pendente lite*, and stated that:

> we expect to permit economy-fare filings to go into effect to the extent that they continue that relationship post-April 29. As Order 75-3-63 states, however, economy-fare tariff filings will be subject to normal tariff-filing procedures—including complaint procedures.[6]

The present filing maintains the 90 percent relationship of economy to normal coach fares in all cases, and thus maintains the *status quo*. Accordingly, the proposed fares cannot be said to be inconsistent with existing economy fares or Board policy.

It is contended by the complainants that Continental would inappropriately become the rate-making carrier if the joint economy fares are permitted to become effective. However, the service provided by Continental in conjunction with the commuter carriers must be considered generally inferior to the single-carrier through-plane service, or even single-carrier connecting service, which can be provided by the incumbent carriers.[7] In our opinion the latter carriers will continue to have a significant competitive advantage in terms of the service they can provide and, in a majority of cases, should not find it necessary to file matching economy fares. On the other hand, to the extent the joint services are substantially equivalent, the lower economy fares here proposed could well result in the generation of additional traffic.

* * * * *

Since the reasonable level of economy-class fares is now pending judicial review, we will require that an expiration date be placed on the fares to insure the opportunity for appropriate action by the Board in light of the court's decision. Because of the uncertain timing of the court case and the need for a date certain in the tariff, we will require an expiration date of January 14, 1976 (approximately six months beyond the effective date of July 4, 1975, and coinciding with the expiration date of the 4 percent increase).

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204, 403, 404, and 1002 thereof,

*It is ordered*, That:

1. The complaints in Dockets 27939, 27940, 27946, 27950 and 27953 be and hereby are dismissed; and

2. Copies of this order be served upon American Airlines, Inc., Continental Air Lines, Inc., Frontier Airlines, Inc., Northwest Airlines, Inc., Ozark Air Lines, Inc., Texas International Airlines, Trans World Airlines, Inc., and United Air Lines, Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND, *Secretary.*

[FR Doc.75-17943 Filed 7-9-75;8:45 am]

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[Docket No. 27980; Order 75-7-29]

## FRONTIER AIRLINES, INC.

### Order Staying Further Procedural Steps

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 7th day of July, 1975.

Application of Frontier Airlines, Inc. for the amendment of its certificate of public convenience and necessity to provide nonstop service between Wichita-Denver and Wichita-Little Rock pursuant to Subpart M of the Board's rules of practice.

In June 20, 1975, Frontier Airlines, Inc. (Frontier) filed an application pursuant to Subpart M of Part 302 of the Board's Procedural Regulations requesting an amendment of its certificate of public convenience and necessity to provide nonstop service between Wichita-Denver and Wichita-Little Rock.

Upon consideration of the foregoing and pursuant to § 302.1305(a) of the Board's Procedural Regulations, we have decided to stay further procedural steps with respect to the application pending further order of the Board.

*Accordingly, it is ordered*, That:

1. Further procedural steps with respect to the application of Frontier Airlines, Inc. in Docket 27980, be and they hereby are stayed pending further order of the Board; and

2. This order shall be served upon all parties served by Frontier in its application.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND, *Secretary.*

[FR Doc.75-17942 Filed 7-9-75;8:45 am]

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[Docket No. 27573; Order 75-7-21]

## INTERNATIONAL AIR TRANSPORT ASSOCIATION

### Order Relating to Cargo Fare Matters

Issued under delegated authority July 3, 1975.

An agreement has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations between various air carriers, foreign air carriers, and other carriers embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA). The agreement was adopted at the Composite Cargo Traffic Conferences in Nice, France during May-June 1975.

The agreement would (1) permit, in the event of a negative vote by Ethiopian Airlines on the proposed JT 23/123 rates package, an open rate situation to exist between Ethiopia and the People's Republic of China while closing rates for all other transportation in the JT 23 Conference Area; (2) amend the currency surcharge resolution governing JT 23/123 cargo rates; and (3) add specific commodity rates for Item 6001 from Peking to points in Africa.

We will approve the agreement insofar as it relates to the Ethiopian special effectiveness resolution and currency provisions, which have indirect and direct application in air transportation respectively, but will disclaim jurisdiction over the proposed specific commodity rates which are outside of air transportation.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14:

1. It is not found that the following resolution, incorporated in the agreement indicated, is adverse to the public interest or in violation of the Act:

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[5] Board Order 74-12-109, December 27, 1974.

[6] Board Order 75-4-109, April 22, 1975.

[7] By the same token, in markets where there is no effective single-carrier service, Continental's proposal should provide the benefit of additional usable routing options.

| Agreement CAB | IATA No. | Title | Application |
|---|---|---|---|
| 25187: R-2 | 022b | JT23/123 Special Rules for Sales of Cargo Air Transportation (Expedited) (Amending). | 23/123. |

2. It is not found that the following resolution, incorporated in the agreement as indicated and which has indirect application in air transportation as defined by the Act, is adverse to the public interest or in violation of the Act:

| Agreement CAB | IATA No. | Title | Application |
|---|---|---|---|
| 25187: R-1 | 001rr | JT23/123 Special Effectiveness Resolution (Expedited) (New) | 23/123. |

3. It is not found that the following resolution, incorporated in the agreement as indicated, affects air transportation within the meaning of the Act:

| Agreement CAB | IATA No. | Title | Application |
|---|---|---|---|
| 25187: R-3 | 590III | Specific Commodity Rates (Expedited) (Amending) | 23. |

*Accordingly, it is ordered,* That:

1. That portion of Agreement C.A.B. 25187, described in finding paragraph 2 above, be and hereby is approved;

2. That portion of Agreement C.A.B. 25187, described in finding paragraph 2 above, which has indirect application in air transportation as defined by the Act, be and hereby is approved; and

3. Jurisdiction be and hereby is disclaimed with respect to that portion of Agreement C.A.B. 25187, described in finding paragraph 3 above.

Persons entitled to petition the Board for review of this order pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within ten days after the date of service of this order.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review thereof is filed, or the Board gives notice that it will review this order on its own motion.

This order will be published in the FEDERAL REGISTER.

[SEAL] EDWIN Z. HOLLAND, *Secretary.*

[FR Doc.75-17944 Filed 7-9-75;8:45 am]

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[Dockets Nos. 26057, 26075; Order 75-7-27]

## PAN AMERICAN WORLD AIRWAYS, INC., AND QANTAS AIRWAYS LTD.

### Capacity Reduction; Order Approving Agreement

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 3d day of July, 1975.

Application of Pan American World Airways, Inc., and Qantas Airways Limited for prior approval of a fuel-saving capacity-limitation agreement concerning United States-Australia markets.

By application dated March 26, 1975, Pan American World Airways, Inc. (Pan American), and Qantas Airways Limited (Qantas) request prior Board approval pursuant to section 412 of the Federal Aviation Act of 1958, as amended (the Act), and Subpart P of the Board's Rules of Practice, 14 CFR 302.1601, of an agreement (Agreement CAB 25031) which would establish maximum scheduled weekly frequency levels in the United States-Australia market. The discussions which led to the adoption of the agreement were held pursuant to authority granted by the Board in order 73-11-34, November 8, 1973, as extended and expanded by order 75-3-55, dated March 18, 1975, and the orders cited therein.[1]

The agreement will be implemented upon Board approval and will continue in effect until April 30, 1976. It establishes maximum weekly scheduled frequencies in the United States-Australia market as set forth in appendix A hereto. Provision is made for the temporary suspension of the frequency limitations during a period of cessation or curtailment of service by either party resulting from a labor dispute or other cause beyond the control of the affected party. Additionally, allowance is made for the use of unpublished extra sections for operational reasons or to meet periods of unusual demand. Either party may terminate the agreement on 30 days' notice.

In support of the application Pan American asserts that the agreement will enable the carriers to reduce costs, especially by reducing fuel consumption. Thus, according to Pan American, under this agreement it will be reducing its fuel usage by 2,584,000 gallons from its otherwise planned amount. Pan American estimates that this reduction in fuel consumption will translate into a cost savings of $733,000.[2]

Pan American emphasizes that achievement of the above fuel and fuel-cost savings will not unwarrentedly reduce the level of service offered to the public in the United States-Australia market, asserting that a good spread of schedules will be assured by the number of remaining flights which offer 16 weekly United States-Australia frequencies. Load factors for the two carriers in the market are estimated to reach 48.5 percent under the agreement, as opposed to 44.1 percent without an agreement.

No comments relative to the application have been received.

Upon consideration of the record, the Board concludes that, based on the special circumstances which exist in these international markets, including, *inter alia,* the excess capacity and financial losses of the U.S.-flag carrier, the subject agreement is not adverse to the public interest and should be approved. The primary factor which distinguishes the use of capacity-limitation agreements in international markets is the competitive environment in which U.S.-flag carriers are required to effectively compete with foreign air carriers. In international markets, the desire of several nations to maximize the favorable impact of tourism spending on their balance of payments has fostered a willingness and ability among foreign nations to allow their subsidized flag carriers to sustain huge operating losses occasioned by the operation of excess capacity. The Board recognizes that, under these circumstances, U.S.-flag carriers are influenced to meet these capacity levels in order to protect their competitive market share. Moreover, the sizable losses still being experienced by Pan American,[3] which in great measure have been caused by the increases in the cost of fuel, justify the imposition of capacity restraints in the interest of curtailing excessive fuel usage. Finally, the inability of the Board to effectively gear capacity to traffic demand in international markets through the use of ratemaking standards (such as the load-factor standard adopted in the Domestic Passenger-Fare Investigation) further mitigates against the use of unilateral restraint by competing international carriers. Based on these special circumstances, we believe that approval of the agreement before us is warranted.[4]

As the Board has repeatedly stated in the past, the transfer of released aircraft to nonagreement markets will not be tolerated[5] and we shall impose reporting requirements similar to those imposed on other such agreements to guard against the predatory use of freed capac-

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[1] A report of these discussions has been filed with the Board.

[2] By order 74-7-33, dated July 8, 1974, the Board extended the previous authorization for international capacity-reduction discussions and broadened the basis for such discussions to include the radical price increase in, as well as the availability of, international aviation fuel. See order 74-7-33, second full paragraph on p. 3 and ordering paragraph 1 therein.

[3] For the year ended Mar. 31, 1975, Pan American experienced losses approximating $9.5 million in its Pacific operations, including Australia. In addition, Pan American's system losses for the first 5 months of 1975 have reached $50.3 million. (Source: CAB Form 41, P-1 Report.)

[4] It should also be noted that the proposed service appears adequate to meet the needs of the traveling public.

[5] See, for example, orders 73-10-110, dated Oct. 31, 1973, 73-12-109, dated Dec. 28, 1973, and order 74-12-1, dated Dec. 2, 1974.

ity. We shall also retain jurisdiction for the purpose of amending or revoking the approval granted herein at any future date should a showing be made that the public interest so requires.[6] Finally, we have considered the impact of the agreement on the employees of Pan American. Based on the limited amount of information currently before us, we are unable to conclude that the public interest requires the imposition of any labor protective conditions. As noted, however, the Board will retain jurisdiction, and would impose such a condition should it be found to be in the public interest.

*Accordingly, it is ordered*, That:

1. Agreement CAB 25031 be and it hereby is approved pursuant to section 412 of the Act, subject to the following terms and conditions:

(a) Jurisdiction shall be retained to modify or revoke the approval granted herein at any time, or to take whatever action may be appropriate in the public interest;

(b) Schedule deletions resulting from the agreement considered herein, which occur at any of the controlled, high-density airports[7] and which result in the vacating of slots allocated by the Airline Scheduling Committees of the respective airports pursuant to authority granted in order 72-11-72, shall not be refilled by the air carrier applicants, nor be reallocated to other carriers by the respective Airline Scheduling Committee; *Provided, however*, That slots originally vacated may be reinstated by the vacating carrier to the extent such carrier vacates another flight at the same airport which operates plus or minus 3 hours of the flight to be reinstated;[8]

(c) All schedule changes resulting from this agreement shall be reported to the Board within 15 days of the end of each month, in accordance with the format of appendix B hereto, and copies of such reports shall be provided to all carriers requesting them; and

(d) Within 28 days of the date of service of this order, the air carrier applicants shall file with the Board's Docket Section a report containing the following additional data for each subject market:

(1) Seats operated in 1974/75 (April 1 through May 1).

(2) Passengers carried in 1974/75 (April 1 through May 1).

(3) Forecast passengers in 1975/76 (April 1 through May 1).

(4) Projected seats in 1975/76 (April 1 through May 1).

(5) Fuel use by month for the system of each carrier in 1974/75 (April 1 through May 1).

(6) Fuel use by month in the subject agreement markets 1974/75 (April 1 through May 1).

2. Copies of this order shall be served upon the United States Departments of Defense, Justice, and Transportation; the United States Postal Service; the Corporation Counsel, the City of Honolulu; the Governor of American Samoa; and all certificated route and supplemental air carriers.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND, *Secretary.*

APPENDIX A.—*Maximum weekly scheduled combination frequencies between the United States and Australia*

| Carrier | Weekly frequencies | Aircraft type |
|---|---|---|
| Apr. 9 to Oct. 31, 1975: | | |
| Qantas | 5 | B-747 |
| | 2 | B-707 |
| Pan American | 4 | B-747 |
| | 5 | B-707 |
| Nov. 1-30, 1975: | | |
| Qantas | 5 | B-747 |
| | 2 | B-707 |
| Pan American | 3 | B-747 |
| | 6 | B-707 |
| Dec. 1, 1975 to Jan. 31, 1976: | | |
| Qantas | 5 | B-747 |
| | 2 | B-707 |
| Pan American | 4 | B-747 |
| | 5 | B-707 |
| Feb. 1 to Apr. 30, 1976: | | |
| Qantas | 5 | B-747 |
| | 2 | B-707 |
| Pan American | 3 | B-747 |
| | 6 | B-707 |

APPENDIX B.—*Type of equipment*

| | 2-engine | 3-engine narrow body | 4-engine narrow body | 3-engine wide body | 4-engine wide body |
|---|---|---|---|---|---|
| Capacity markets: | | | | | |
| Miles scheduled weekly in preceding general schedule filed with CAB. | | | | | |
| Changes contained in this general schedule. | | | | | |
| Miles scheduled weekly in this general schedule. | | | | | |
| Noncapacity markets: | | | | | |
| Miles scheduled weekly in preceding general schedule filed with CAB. | | | | | |
| Changes contained in this general schedule. | | | | | |
| Miles scheduled weekly in this general schedule. | | | | | |

[FR Doc.75-17945 Filed 7-9-75;8:45 am]

[6] Sec. 412(b) of the Act (49 U.S.C. 1382) requires the Board to disapprove any agreement, whether or not previously approved by it, which it finds to be adverse to the public interest or in violation of the Act.

[7] Airport scheduling agreements affect John F. Kennedy International Airport, O'Hare International Airport, Washington National Airport, and La Guardia Airport. See order 72-11-72, dated Nov. 16, 1972.

[8] Compare order 73-12-32, Dec. 7, 1973, at p. 7.

[Docket No. 27628]

## SOCIETA AEREA MEDITERRANEA-SAM S.p.A.

### Postponement of Hearing

In the matter of Societa Aerea Mediterranea-Sam S.p.A., foreign charter permit renewal (Italy-U.S.).

Objection has been filed by Bureau Counsel to the holding of the hearing in this matter immediately following the prehearing conference. Accordingly, the hearing in this matter will not immediately follow the prehearing conference.

However, the prehearing conference will proceed as scheduled on July 15, 1975 (40 FR 27714, July 1, 1975) at 10 a.m. (local time), and will be held in Room 503, Universal Building, 1825 Connecticut Avenue, NW, Washington, D.C.

Dated at Washington, D.C., July 3, 1975.

[SEAL] DEE C. BLYTHE, *Administrative Law Judge.*

[FR Doc.75-17941 Filed 7-9-75;8:45 am]

## CIVIL SERVICE COMMISSION

### DEPARTMENT OF AGRICULTURE

### Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Agriculture to fill by noncareer executive assignment in the excepted service the position of Assistant Administrator-Electric, Rural Electrification Administration.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY, *Executive Assistant to the Commissioners.*

[FR Doc.75-17931 Filed 7-9-75;8:45 am]

### DEPARTMENT OF THE INTERIOR

### Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of the Interior to fill by noncareer executive assignment in the excepted service the position of Assistant to the Secretary, Secretary's Immediate Office, Office of the Secretary.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY, *Executive Assistant to the Commissioners.*

[FR Doc.75-17932 Filed 7-9-75;8:45 am]

## DEPARTMENT OF THE INTERIOR

### Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of the Interior to fill by noncareer executive assignment in the excepted service the position of Director, Office of Territorial Affairs, Office of the Secretary.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75-17935 Filed 7-9-75;8:45 am]

## DEPARTMENT OF JUSTICE

### Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Department of Justice to fill by noncareer executive assignment in the excepted service the positions of Chief, General Claims Section, Civil Division; Chief, Admiralty and Shipping Section, Civil Division; Chief, Torts Section, Civil Division; Chief, Patent Section; Civil Division; Chief, Appellate Section, Civil Division; Chief, General Litigation Section, Civil Division; and Chief, General Litigation Section, Tax Division.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75-17933 Filed 7-9-75;8:45 am]

## GENERAL SERVICES ADMINISTRATION

### Title Change in Noncareer Executive Assignment

By notice of November 29, 1973, FR Doc. 73-25307 the Civil Service Commission authorized the General Services Administration to fill by noncareer executive assignment the position of Assistant Director for Resource Analysis, Office of Preparedness, Office of the Administrator. This is notice that the title of this position is now being changed to Assistant Director for Civil Crisis Preparedness, Office of Preparedness, Office of the Administrator.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75-17936 Filed 7-9-75;8:45 am]

## OFFICE OF MANAGEMENT AND BUDGET

### Revocation of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the Office of Management and Budget to fill by noncareer executive assignment in the excepted service the position of Assistant to the Director, Office of the Director.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
*Executive Assistant to the Commissioners.*

[FR Doc.75-17934 Filed 7-9-75;8:45 am]

## COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

### CERTAIN COTTON, WOOL AND MAN-MADE FIBER TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN MACAU

#### Entry or Withdrawal From Warehouse for Consumption

JULY 3, 1975.

On January 3, 1975, there were published in the FEDERAL REGISTER (40 FR 829 and 830) letters dated December 30, 1974 from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs, establishing levels of restraint applicable to certain specified categories of cotton, wool and man-made fiber textile products produced or manufactured in Macau and exported to the United States during the twelve-month period which began on January 1, 1975. These levels of restraint were established to implement certain provisions of the Bilateral Cotton and Wool and Man-Made Fiber Textile Agreements of December 22, 1972, as amended, between the Governments of the United States and Portugal.

On March 3, 1975, in furtherance of the objectives of, and under the terms of, the Arrangement Regarding International Trade in Textiles done at Geneva on December 20, 1973, the Governments of the United States and Portugal concluded a new comprehensive bilateral cotton, wool and man-made fiber textile agreement concerning exports of cotton, wool and man-made fiber textile products from Macau to the United States over a period of three years beginning on January 1, 1975 and extending through December 31, 1977. Among the provisions of the new agreement are those establishing specific export limitations for Categories 49, 50/51, 219, 221, 222, 223, 224, and 229 for the agreement year which began on January 1, 1975.

Accordingly, there is published below a letter of July 3, 1975 from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs directing that the amounts of cotton and man-made fiber textile products in the above categories, produced or manufactured in Macau, which may be entered or withdrawn from warehouse for consumption in the United States during the twelve-month period beginning on January 1, 1975 and extending through December 31, 1975, be limited to the designated levels. The levels of restraint set forth below have not been adjusted to reflect any entries after December 31, 1974. Adjustments will be made to account for all such entries after that date and through the effective date of this action.

This letter and the actions taken pursuant thereto are not designed to implement all of the provisions of the new bilateral agreement, but are designed to assist only in the implementation of certain of its provisions.

Effective date: July 14, 1975.

ALAN POLANSKY,
*Chairman, Committee for the Implementation of Textile Agreements, and Deputy Assistant Secretary for Resources and Trade Assistance, U.S. Department of Commerce.*

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

COMMISSIONER OF CUSTOMS,
*Department of the Treasury,*
*Washington, D.C. 20229.*

JULY 3, 1975.

DEAR MR. COMMISSIONER: This directive cancels and supersedes the directives issued to you on December 30, 1974 by the Chairman of the Committee for the Implementation of Textile Agreements, which directed you to prohibit entry of cotton and wool and man-made fiber textile products in certain specified categories, produced or manufactured in Macau and exported to the United States during the twelve-month period beginning on January 1, 1975.

Under the terms of the Arrangement Regarding International Trade in Textiles done at Geneva on December 20, 1973, pursuant to the Bilateral Cotton, Wool and Man-Made Fiber Textile Agreement of March 3, 1975, between the Governments of the United States and Portugal, and in accordance with the provisions of Executive Order 11651 of March 3, 1972, you are directed to prohibit, effective on July 14, 1975, and for the twelve-month period beginning on January 1, 1975 and extending through December 31, 1975, entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textile products in Categories 49 and 50/51 and man-made fiber textile products in Categories 219, 221, 222, 223, 224, and 229, produced or manufactured in Macau, in excess of the following levels of restraint:

| *Category* | | *12-month level of restraint* [1] |
|---|---|---|
| 49 | dozen | 30,531 |
| 50/51 | do | 58,853 |
| 219 | do | 397,753 |
| 221 | do | 73,272 |
| 222 | do | 276,584 |
| 223 | do | 124,709 |
| 224 | pounds | 288,077 |
| 229 | do | 158,189 |

[1] These levels have not been adjusted to reflect any entries made after Dec. 31, 1974.

In carrying out this directive, entries of cotton and man-made fiber textile products in the above categories, produced or manufactured in Macau, which have been exported to the United States from Macau before January 1, 1975, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1974 through December 31, 1974. In the event that the levels of restraint for that period have been exhausted by previous entries, such goods

shall be subject to the levels set forth in this letter.

The levels of restraint set forth above are subject to adjustment pursuant to the provisions of the bilateral agreement of March 3, 1975 between the Governments of the United States and Portugal which provide, in part, that: 1) within the aggregate and applicable group limits of the agreement, specific levels of restraint within Categories 1–64 and 200–243 may be exceeded by seven percent in any agreement year; 2) these same levels may be increased for carryover and carryforward up to 11 percent of the applicable category limit; and 3) administrative arrangements or adjustments may be made to resolve minor problems arising in the implementation of the agreement. Any appropriate adjustments under the foregoing provisions of the bilateral agreement will be made to you by letter.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on February 3, 1975 (40 FR 5010).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Portugal and with respect to imports of cotton, wool and man-made fiber textile products from Macau have been determined by the Committee for the Implementation of Textile Agreements to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the rule-making provisions of 5 U.S.C. 553. This letter will be published in the FEDERAL REGISTER.

Sincerely,

ALAN POLANSKY,
*Chairman, Committee for the Implementation of Textile Agreements, and Deputy Assistant Secretary for Resources and Trade Assistance, U.S. Department of Commerce.*

[FR Doc.75–17902 Filed 7–9–75;8:45 am]

## COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN INDIA

### Issuance of Visas and Certifications of Exempt Textile Items

JULY 3, 1975.

On May 20, 1975, there was published in the FEDERAL REGISTER (40 FR 22025) a letter dated May 13, 1975 from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs prohibiting entry into the United States for consumption of cotton textiles and cotton textile products, produced or manufactured in India and exported from India, for which the Government of India had not issued a visa. It further provided that properly certified handloomed and folklore products of the cotton industry of India would be exempt from the levels of restraint established under the Bilateral Cotton Textile Agreement of August 6, 1974, between the Governments of the United States and India. One of the requirements is that each visa and certification must include the signature of an official authorized by the Government of India to issue visas and certifications.

The purpose of this notice is to announce that, at the request of the Government of India, R. Suvarna is hereby authorized to issue visas and certifications for exempt textile items, exported to the United States from India. A facsimile of the signature of the newly-designated official is filed as part of the original document with the Office of the Federal Register.

ALAN POLANSKY,
*Chairman, Committee for the Implementation of Textile Agreements, and Deputy Assistant Secretary for Resources and Trade Assistance, U.S. Department of Commerce.*

[FR Doc.75–17901 Filed 7–9–75;8:45 am]

## COMMODITY FUTURES TRADING COMMISSION

### EXCHANGE ARBITRATION PROCEDURES

#### Interpretation and Request for Comments

The Commodity Futures Trading Commission has received several inquiries from exchanges, boards of trade and other interested persons concerning the appropriate interpretation of section 5a (11) of the Commodity Exchange Act (7 U.S.C. 7a, as amended by section 209 of the Commodity Futures Trading Commission Act of 1974, Pub. L. 93–463, 209, 88 Stat. 1401 (1974)). In response to these inquiries, the Commission has decided to publish an interpretative statement setting forth the Commission's preliminary views on various aspects of section 5a(11). The Commission invites public comment on this interpretative statement and on any other matters which should be considered by the Commission in implementing thte provisions of section 5a(11).

Section 5a(11) states that each contract market must:

> provide a fair and equitable procedure through arbitration or otherwise for the settlement of customers' claims and grievances against any member or employee thereof: *Provided,* That (i) the use of such procedure by a customer shall be voluntary, (ii) the procedure shall not be applicable to any claim in excess of $15,000, (iii) the procedure shall not result in any compulsory payment except as agreed upon between the parties, and (iv) the term 'customer' as used in this subsection shall not include a futures commission merchant or a floor broker * * *.

The Commission has considered six issues relating to the requirements of section 5a(11). Those six issues and the Commission's interpretative responses are set forth below.

QUESTION

(1) What basic provisions in the rules of a contract market are required by section 5a(11) of the Commodity Exchange Act to establish a "fair and equitable procedure through arbitration or otherwise for the settlement of customers' claims and grievances against any member or employee thereof"?

INTERPRETATIVE RESPONSE

The Commission interprets the requirement of a "fair and equitable procedure" contained in section 5a(11) of the Commodity Exchange Act, to require contract markets to establish at least the following fundamental procedural protections:

(a) The arbitration panel or other decision-making body should be impartial;

(b) The customer should be given the right to be represented by counsel in all aspects of the arbitration or other procedure;

(c) The customer should be given the right to a prompt hearing at which the customer may appear personally. The customer must be given adequate notice and adequate opportunity to prepare for the hearing. The formal rules of evidence need not apply at the hearing. Nevertheless, the procedures established may not be so informal as to deny due process. The customer must be given adequate opportunity to present all relevant facts relating to the claim and to examine all relevant documents presented in connection with the claim. Also, the customer, or counsel, must be given opportunity to present evidence in support of the claim, to present rebuttal evidence to any defenses made by the party against whom the proceeding is brought, and to cross-examine any witnesses appearing at the hearing. Provisions may be made for the customer to waive the right of personal appearance, through a submission on the basis of written documents. Such a waiver may be made only after the claim arose and must be voluntary;

(d) The customer should be advised, in advance of the submission of the claim, of the costs which may be assessed in the arbitration or other procedure, if any. Such costs, in any event, should not be excessive, particularly in relation to the claim presented; and

(e) The award of the arbitrators or other decision-making body must be rendered promptly in writing and must be final. There should be no right of contract-market related appeal as, for example, an appeal to the Board of Governors of the contract market or to any other entity so constituted; the only right of appeal being as provided under applicable law.

QUESTION

(2) May the party against whom a customer claim is brought counterclaim against a customer in the arbitration or other procedure required by section 5a(11) of the Commodity Exchange Act?

INTERPRETATIVE RESPONSE

The Commission interprets section 5a(11) of the Commodity Exchange Act to permit counter-claims by a party against whom a claim is brought by a customer if the counter-claim arises out of the transaction or occurrence that is the subject of the customer's claim and does not require for adjudication the presence of third parties over whom the contract market does not have jurisdiction, and if the counter-claim is for an amount not in excess of $15,000. Other counter-claims are permissible only if the customer agrees to the submission of such counter-claims for monetary damages after the counter-claim has arisen and, provided that, the counter-claim is less than $15,000.

QUESTION

(3) Does section 5a(11) of the Commodity Exchange Act allow a contract market to establish an arbitration or other procedure for customer claims under section 5a(11) in which customers

agree to submit their claims prior to the time the claim arose, and agree, in advance of an award, to be bound by the decision of the arbitration panel or other decisionmaking body?

INTERPRETATIVE RESPONSE

The Commission interprets section 5a(11) of the Commodity Exchange Act to mean that a contract market is not permitted to require a customer to agree to submit a claim covered by Section 5a(11) to arbitration or other procedure prior to the time the claim arose. The Commission interprets section 5a(11) to permit a contract market to require customers utilizing the arbitration or other procedure under section 5a(11) to agree to be bound by an award in advance of the decision of the arbitration panel or other decision-making body. If a customer agrees to submit his claim to arbitration after the dispute arose and agrees under applicable state law, submission agreement or otherwise, to be bound by the award of the arbitrators or other decision-making body, the Commission believes that the award is binding, in accordance with applicable state law.

QUESTION

(4) Does section 5a(11) of the Commodity Exchange Act preclude arbitration or other procedures for the resolution of customer claims involving amounts over $15,000?

INTERPRETATIVE RESPONSE

The Commission interprets section 5a(11) of the Commodity Exchange Act as not prohibiting a contract market from establishing arbitration or other procedures for the resolution of customer claims involving amounts over $15,000. Any such arbitration or other procedures must be a separate procedure which is independent of, and should not interfere with or delay the resolution of customer claims that are submitted under section 5a(11). The Commission is preparing a rule regarding arbitration or other procedures for settlement of customer claims which may not be covered by section 5a(11). This rule will, as a minimum, provide that said procedures shall be voluntarily entered into by the customer after the time the claim arose and must be "fair and equitable" as that phrase has been interpreted herein.

QUESTION

(5) Is a contract market required to adopt arbitration or other procedure for the resolution of claims of customers arising from transactions which are not covered by section 5a(11)?

INTERPRETATIVE RESPONSE

The Commission is of the view that while a contract market is not required to adopt arbitration or other procedures for the settlement of customer claims not covered by section 5a(11), it may do so if it so chooses.

QUESTION

(6) Does section 5a(11) of the Commodity Exchange Act preclude arbitration or other dispute resolution procedures to resolve claims in which a customer is not involved?

INTERPRETATIVE RESPONSE

The Commission does not interpret section 5a(11) of the Commodity Exchange Act to preclude arbitration or other procedures established by a contract market to resolve disputes which do not involve customers (e.g., the resolution of disputes involving futures commission merchant and/or floor brokers). However, any such dispute resolution mechanism should be independent of, and should not interfere with or delay, the resolution of customer claims that are submitted for resolution under section 5a(11).

The purpose of this interpretation is to inform contract markets of the Commission's preliminary views in order that they may be in a better position to be able more promptly to comply with section 5a(11). The Commission recognizes that certain aspects of this interpretation may not be capable of immediate implementation. The Commission wishes to consider public comment on any interpretation expressed herein and in addition, the Commission wishes to consider comment on whether the remedy under section 5a(11) should be limited to money damages. Interested parties should submit comments or views to the Commodity Futures Trading Commission, 1120 Connecticut Avenue NW., Washington, D.C. 20036.

Issued in Washington, D.C., on July 3, 1975.

WILLIAM T. BAGLEY,
*Chairman, Commodity Futures Trading Commission.*

[FR Doc.75-17885 Filed 7-9-75;8:45 am]

## DELAWARE RIVER BASIN COMMISSION

### GLOUCESTER NEW COMMUNITIES CO., ET AL.

#### Public Hearing

Notice is hereby given that the Delaware River Basin Commission will hold a public hearing on Wednesday, July 23, 1975, commencing at 2 p.m. The hearing will be held in Room 1600 of the Municipal Services Bldg., 15th and Kennedy Blvd., Philadelphia. The subjects of the hearing will be as follows:

A. Applications for approval of the projects listed below. The Commission will consider these applications as proposed amendments to the Comprehensive Plan pursuant to Article 11 of the Compact and/or as project approvals pursuant to § 3.8 of the Compact.

1. *Gloucester New Communities Co. (D-74-152 CP)*. A sewage treatment plant to serve the Beckett-New Town development area in Logan and Woolwich Townships, Gloucester County, N.J. The project will remove 96 percent of BOD5 and 95 percent of suspended solids from a sewage flow of 60,000 gallons per day. Treated effluent will discharge to Raccoon Creek.

2. *Tamiment Resort & Country Club (D-75-93 CP)*. A sewage treatment plant to serve the Tamiment Resort & Country Club in Lehman Township, Pike County, Pa. The new facility will provide removal of 93 percent of BOD5 from a sewage flow of about 250,000 gallons per day. Treated effluent will discharge to an unnamed tributary of Little Bushkill Creek.

3. *Cherry Hill Township (D-75-61 CP)*. An interim upgrading of the existing Woodcrest sewage treatment plant in Cherry Hill Township, Camden County, N.J. The improved facility will provide removal of 90 percent of BOD5 from a sewage flow of 700,000 gallons per day. Treated effluent will discharge to an unnamed tributary of the Cooper River. The treatment plant will be phased out when a regional system becomes available.

4. *Exeter Township Authority (D-75-102 CP)*. Upgrading and expansion of the existing sewage treatment plant in Exeter Township, Berks County, Pa. The facility will provide removal of 92 percent of BOD5 and 90 percent of suspended solids from an average sewage flow of 2.4 million gallons per day. Treated effluent will discharge to the Schuylkill River.

5. *Hatfield Township Municipal Authority (D-74-186 CP)*. A rerating of the Authority's sewage treatment plant serving Hatfield and Montgomery Townships and the Link-Belt industrial plant in Montgomery County, Pa. Hydraulic capacity of the plant will be rerated to 3.6 million gallons per day. About 98 percent of BOD5 and suspended solids will be removed from the sewage flow prior to discharge to Neshaminy Creek.

6. *Borough of Bally (D-75-87 CP)*. Upgrading of the Borough's sewage treatment plant in Washington Township, Berks County, Pa. The treatment plant will provide removal of 95 percent of BOD5 and 90 percent of suspended solids from a sewage flow of 200,000 gallons per day. Treated effluent will discharge to the Northwest Branch of Perkiomen Creek.

7. *Borough of Haddonfield (D-75-84 CP)*. A well water supply project to augment public water supplies in the Borough of Haddonfield, Camden County, N.J. The new facility will be limited to a maximum yield of 37.5 million gallons per month.

8. *Horsham Township Authority (D-75-55 CP)*. A well water supply project to augment public water supplies in Horsham Township, Montgomery County, Pa. Designated as Well No. 22, the new facility is expected to yield 540,000 gallons per day.

9. *Woodland Water Co. (D-77-193 CP)*. A well water supply project to augment public water supplies in Woodland Village, Burlington County, N.J. Five new wells will be utilized with a maximum permitted withdrawal of two million gallons during any month. Standpipes and distribution facilities will also be constructed.

10. *Garden State Water Co. (D-74-168 CP)*. A well water supply project to augment public water supplies in Gloucester Township, Camden County, N.J. A new well is expected to yield 400,000 gallons per day.

11. *Philadelphia Suburban Water Co. (D-74-198 CP)*. A well water supply project to augment public water supplies in Chester and Montgomery Counties, Pa. To be located in East Whiteland Township, Chester County, the new facility is expected to yield about 288,000 gallons per day.

12. *Village of Margaretville (D-74-157 CP)*. A well water supply project to augment public water supplies in the Village of Margaretville, Delaware County, N.Y. Designated as the Park Well, the new facility is expected to yield 432,000 gallons per day.

13. *Ansley Electronics* (*D–75–53*). An industrial wastewater discharge at the company's plant in East Rockhill Township, Bucks County, Pa. The facility will provide substantial removal of materials from an industrial wastewater flow of 30,000 gallons per day. Treated effluent will discharge to an unnamed drainage ditch and thence into the East Branch Perkiomen Creek.

14. *Foote Mineral Co.* (*D–72–51*). An industrial waste discharge at the company's facilities in East Whiteland Township, Chester County, Pa. About 2,000 gallons per day of treated wastewater and 214,000 gallons per day of non-contact cooling water will discharge to Valley Creek, a tributary of Brandywine Creek.

15. *Township of Hamilton* (*D–75–89*). Dewatering of a sewer interceptor trench in Hamilton Township, Mercer County, N.J. The sewer line will extend from Klockner Road to Pitman Avenue. Approximately 300,000 gallons per day of ground water will be withdrawn from the trench and pumped to local storm sewers.

16. *Vulcanized Rubber & Plastics Co.* (*D–75–14*). An industrial cooling water discharge at the company's plant in Morrisville, Bucks County, Pa. Approximately 340,000 gallons per day of cooling water will discharge to the Delaware River.

17. *Arco Pipe Line Co.* (*D–74–54*). Rebuilding and extension of the company's Delaware River piers in Tinicum Township, Delaware County, Pa. The project will include the dredging of approximately 23,000 cubic yards of river bottom to extend the slip 175 feet southward.

18. *Publicker Industries* (*D–75–83*). Construction of a bulkhead between Piers 104 and 105 in Philadelphia, Pa. Steel piling will be utilized to contain existing fill for 72 feet between piers at the company's property.

19. *Longwood Gardens, Inc.* (*D–75–90*). A well water supply project in Kennett Square, Chester County, Pa., to provide water for irrigation and drinking purposes. Eight wells and several ponds would be utilized to provide a system for irrigating flower displays and other aspects of garden operations on a seasonal basis. Total maximum groundwater diversion would be approximately 1.3 million gallons per day.

20. *Ingersoll-Rand Co.* (*D–75–98*). A well water supply project to serve the company's plant in Phillipsburg, Warren County, N.J. Designated as Well No. 2, the new facility is expected to yield 1 million gallons per day.

21. *Harding Woods, Inc.* (*D–75–97*). A well water supply project to provide water service at the Harding Woods mobile home park in Pittsgrove Township, Salem County, N.J. Two wells would be utilized providing a combined yield of about 4.5 million gallons per month.

22. *Ionac Chemical Co.* (*D–75–2*). A well water supply project to provide water for industrial uses at the company's chemical plant in Pemberton Township, Burlington County, N.J. The new facility is expected to yield about 800 gallons per minute that will be used for process and cooling purposes.

B. Applications for water quality certifications pursuant to section 401 of the Federal Water Pollution Control Act:

1. *Pennsylvania Dept. of Transportation.* New bridge crossing over the Schuylkill River at Passyunk Avenue in Philadelphia, Pa.

2. *Pennsylvania Dept. of Transportation.* Highway bridge over the Lehigh River at Allentown, Pa., known as "Allentown Spur Route" to connect downtown Allentown to U.S. Route 22.

Documents relating to the items on this hearing notice may be examined at the Commission's offices. Persons wishing to testify are requested to notify the Secretary prior to the hearing.

Dated: July 3, 1975.

W. BRINTON WHITALL,
*Secretary.*

[FR Doc.75–17904 Filed 7–9–75;8:45 am]

## ENVIRONMENTAL PROTECTION AGENCY

[FRL 397–4; OPP–180028A]

### ARMY CORPS OF ENGINEERS

### Decision on Request for Specific Exemption To Control Alligatorweed and Water Hyacinth

On November 1, 1974, a notice appeared in the FEDERAL REGISTER (39 FR 38717) which announced the receipt of an application from the Army Corps of Engineers (hereafter called the "Corps") for a specific exemption pursuant to section 18 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended (86 Stat. 973; 7 U.S.C. 136). This application to the Environmental Protection Agency (EPA) requested use of Silvex for alligatorweed control in the Town Bluff-B.A. Steinhagen Lake, and 2, 4–D for water hyacinth control in the Sam Rayburn Dam and Reservoir and B.A. Steinhagen Lake. These bodies of water are located in east central Texas on the Neches and Angelina Rivers respectively. The application was in accordance with the provisions of 40 CFR Part 166, issued December 3, 1973 (38 FR 33303), which prescribes requirements for exemption of Federal and State agencies for the use of pesticides under emergency conditions.

Based on material supplied by the Corps and EPA's own experience with these two pesticides, it has been decided that EPA will authorize a specific exemption to the Corps of Engineers to use 2,4-D (2,4-Dichlorophenoxy acetic acid) for its water hyacinth control program; however EPA denies the use of Silvex (2,4,5-Trichlorophenoxy propionic acid) to control alligatorweed.

#### BACKGROUND

The request was to allow the Corps to use, in a weed control program during 1975, 12,000 pounds of 2,4-D acid-equivalent and 8,000 pounds Silvex acid-equivalent to treat a total of 4,000 acres in the Sam Rayburn Dam and Reservoir and the Town Bluff-B.A. Steinhagen Lake. The water hyacinth in the two bodies of water impede water flow, reduce recreational use, and provide harborage for mosquitoes. The *Agasicles* flea beetle, introduced into B.A. Steinhagen Lake for control of alligatorweed, has not effected control when used alone but exerts some control when integrated with a chemical program.

Aquatic weeds in both of these reservoirs are problems because the warm climate provides for near continuous plant growth. There are indications that high densities of these aquatic weeds provide habitat for large populations of Anopheline mosquitoes, potential disease vectors, especially in the northern sector of B.A. Steinhagen Lake.

The northern half of the Sam Rayburn Dam and Reservoir would be the primary site for the treatment of water hyacinth since this area constitutes about 80% of the total weed problem in this reservoir. The northern half of B.A. Steinhagen Lake would be the site for approximately 95% of the water hyacinth and alligatorweed treatments in this body of water.

The EPA has raised some serious questions concerning Silvex and the contaminant tetrachlorodibenzo-p-dioxin (TCDD) and potential adverse effects on humans. The probability of human exposure to Silvex and TCDD would be significant when used to control alligatorweed in a multi-use reservoir such as B. A. Steinhagen. The pesticide 2,4-D, on the other hand, does not contain TCDD. It should be noted that the EPA has responded favorably to other Corps requests for the use of 2,4-D to control water hyacinth. It should also be noted that 2,4-D will effect control of alligatorweed when used in an integrated program with the *Agasicles* flea beetle.

#### CONCLUSION

In light of the above information, the Corps has been granted a specific exemption to use during 1975, 2,4-D to treat water hyacinth in the Sam Rayburn Dam and Reservoir and the Town Bluff-B. A. Steinhagen Lake. However, the EPA denies the request to use Silvex in the B. A. Steinhagen Lake. Because of the potential adverse effects of TCDD on humans, Silvex cannot be accepted for use in the aquatic environment. The EPA is undertaking an accelerated review of Silvex and related compounds that may contain the contaminant TCDD. A suggestion is made that the Corps consider an exemption using 2,4-D to control alligatorweed in an integrated program with the *Agasicles* flea beetle.

The specific exemption granted is subject to the conditions below.

1. All applications must be performed by or under the supervision of the Corps of Engineers personnel.

2. A strict monitoring program will be employed to ensure that the herbicidal content of the water has dissipated before it is used for irrigation purposes.

3. The Corps is to continue efforts to compile, and prepare to submit, data to support registration of 2,4-D for use in moving water.

4. A suitable wetting agent is to be selected from a list of those exempted from tolerance (40 CFR 180.1001).

It should be noted that if the Administrator, EPA, determines that the Corps is not complying with the requirements set forth or if such action is necessary to protect man or the environment, the exemption shall be immediately withdrawn.

Additional specific exemption requests by the Corps of Engineers for use of 2, 4-D in moving water beyond calendar year 1975 will not be granted, since in our estimation, there has been adequate time for the Corps to gather the neces-

sary data to register 2,4-D for this use.

All interested parties are referred to the application on file in the Office of Pesticide Programs, EPA, 401 M St., SW, Room E-347, Washington, D.C. 20460.

Dated July 3, 1975.

EDWIN L. JOHNSON,
*Deputy Assistant Administrator for Pesticide Programs.*

[FR Doc.75-17949 Filed 7-9-75;8:45 am]

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[FRL 396-8; OPP-50014]

## HERCULES INC.

### Issuance of Experimental Use Permit

Pursuant to section 5 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended (86 Stat. 973; 7 U.S.C. 136), an experimental use permit has been issued to Hercules Inc., Wilmington DE. Such permit is in accordance with, and subject to, the provisions of 40 CFR Part 172; Part 172 was published in the FEDERAL REGISTER on April 30, 1975 (40 FR 18780) and defines EPA procedures with respect to the use of pesticides for experimental purposes.

This experimental use permit No. 891-EUP-28 allows the use of 192 pounds of dialifor (*S*-(2-chloro-1-phthalimidethyl) *O,O*-diethyl phosphorodithioate) and its related reaction products on pecans. A total of 40 acres are involved; the program is authorized only in Arizona, New Mexico, and Oklahoma. The experimental use permit is effective from June 11, 1975, to December 31, 1975.

Interested parties wishing to review the experimental use permit are referred to Room E-315, Registration Division (WH-567), Office of Pesticide Programs, EPA, 401 M St., SW, Washington DC 20460. It is suggested that such interested persons call 202/755-4851 before visiting the EPA Headquarters Office, so that the appropriate permit may be made conveniently available for review purposes. These files will be available for inspection from 8:30 a.m. to 4 p.m. Monday through Friday.

Dated: July 3, 1975.

EDWIN L. JOHNSON,
*Deputy Assistant Administrator for Pesticide Programs.*

[FR Doc.75-17948 Filed 7-9-75;8:45 am]

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[FRL 397-5; OPP-180013B]

## TENNESSEE VALLEY AUTHORITY

### Issuance of Specific Exemption To Use 2,4-D To Control Eurasian Watermilfoil

Pursuant to the provisions of section 18 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended (86 Stat. 973; 7 U.S.C. 136), notice is hereby given that the Environmental Protection Agency (EPA) has granted a specific exemption to the Tennessee Valley Authority (TVA) to use 2,4-dichlorophenoxy acetic acid (2,4-D) to control Eurasion watermilfoil in reservoirs of the Tennessee River and tributaries. This exemption was granted in accordance with, and is subject to, the provisions of 40 CFR Part 166, issued December 3, 1973 (38 FR 33303), which prescribes requirements for exemption of Federal or State agencies for the use of pesticides under emergency conditions.

#### BACKGROUND

On May 29, 1974, EPA granted a specific exemption to the TVA to use the butoxyethanol ester of 2,4-D for control of Eurasian watermilfoil (*Myriophyllum spicatum* L.). This control program was to take place in the waters of eight TVA reservoirs on the Tennessee River and its tributaries. Notice of the award of this exemption was published in the Federal Register on July 1, 1974 (39 FR 24267).

On March 5, 1975, the EPA received an application from the TVA requesting that another specific exemption be granted for calendar year 1975.

#### DESCRIPTION

Eurasian watermilfoil grows throughout the year in most of the infested area, but maximum growth occurs during spring and summer months. This request is for permission to treat, beginning in March, approximately 9,870 acres of watermilfoil in seven mainstream reservoirs and one tributary reservoir. Through treatment, the TVA has been able to reduce the area infested with the watermilfoil from a total of 25,000 acres in 1968 to the present 9,870 acres. The herbicide 2,4-D will be applied at a rate to attain a water concentration of 2 ppm in the target area at the time of application.

Two control methods have developed as a result of TVA's experience with Eurasian watermilfoil: water level management to dry the plant by dewatering and application of 2,4-D herbicides. The TVA will use 2,4-D as a secondary means of control and will use either the butoxyethanol ester (BEE) in a granular formulation or the dimethylamine salt (DMA) in a liquid formulation. Monitoring programs by the TVA have demonstrated that 2,4-D concentrations in water decrease rapidly; the TVA plans to continue to carefully monitor the watermilfoil control program to evaluate the impact on the biological environment.

#### CONCLUSION

After consideration of the material provided by the TVA, EPA has decided to grant a specific exemption for calendar year 1975. Control of Eurasian watermilfoil is deemed essential to normal patterns of use of the TVA reservoir system. Eurasian watermilfoil interferes with water recreation, endangers water supplies, alters appearance of reservoirs, and enhances mosquito habitats. Infestation of reservoirs threatens adjoining bodies of water.

Therefore, the specific exemption is granted subject to the following conditions:

1. The TVA is to continue to actively seek registration for the use of 2,4-D to control Eurasian watermilfoil;

2. A ½ mile buffer zone will be maintained around all raw water intakes. No routine treatment with 2,4-D will take place in this zone; and

3. All herbicidal spot treatments within the buffer zone will be monitored for 2,4-D residues.

It should be emphasized that additional specific exemption requests by the TVA for the use of 2,4-D in moving water beyond calendar year 1975 will not be granted, since in our estimation, there has been adequate time for TVA to gather the necessary data to register 2,4-D for this use.

Dated: July 3, 1975.

EDWIN L. JOHNSON,
*Deputy Assistant Administrator for Pesticide Programs.*

[FR Doc.75-17950 Filed 7-9-75;8:45 am]

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[FRL 396-7; OPP-33000/278, 279, & 280]

## RECEIPT OF APPLICATIONS FOR PESTICIDE REGISTRATION

### Data To Be Considered in Support of Applications

On November 19, 1973, the Environmental Protection Agency (EPA) published in the FEDERAL REGISTER (38 FR 31862) its interim policy with respect to the administration of section 3(c)(1)(d) of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), as amended. This policy provides that EPA will, upon receipt of every application for registration, publish in the FEDERAL REGISTER a notice containing the information shown below. The labeling furnished by each applicant will be available for examination at the Environmental Protection Agency, Room EB-31, East Tower, 401 M Street, SW, Washington DC 20460.

On or before September 8, 1975, any person who (a) is or has been an applicant, (b) believes that data he developed and submitted to EPA on or after October 21, 1972, is being used to support an application described in this notice, (c) desires to assert a claim for compensation under section 3(c)(1)(D) for such use of his data, and (d) wishes to preserve his right to have the Administrator determine the amount of reasonable compensation to which he is entitled for such use of the data, must notify the Administrator and the applicant named in the notice in the FEDERAL REGISTER of his claim by certified mail. Notification to the Administrator should be addressed to the Information Coordination Section, Technical Services Division (WH-569), Office of Pesticide Programs, 401 M Street, SW, Washington, DC 20460. Every such claimant must include, at a minimum, the information listed in the interim policy of November 19, 1973.

Applications submitted under 2(a) or 2(b) of the interim policy will be processed to completion in accordance with existing procedures. Applications submitted under 2(c) of the interim policy cannot be made final until the 60 day period has expired. If no claims are received within the 60 day period, the 2(c)

application will be processed according to normal procedure. However, if claims are received within the 60 day period, the applicants against whom the claims are asserted will be advised of the alternatives available under the Act. No claims will be accepted for possible EPA adjudication which are received after September 8, 1975.

Dated: July 2, 1975.

JOHN B. RITCH, Jr.,
*Director,*
*Registration Division.*

APPLICATIONS RECEIVED [OPP-33000/278]

EPA Reg. No. 8612-58. B & G Company, 10539 Maybank, PO Box 20372, Dallas TX 75220. TAPP 1-9-E EMULSIFIABLE CONCENTRATE. Active Ingredients: Pyrethrins 1.20% Piperonyl Butoxide, Technical 9.60%; Petroleum Distillates 81.20%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 239-EUUR. Chevron Chemical Co., Ortho Div., 940 Hensley St., Richmond CA 94804. ORTHO FOGGING INSECTICIDE. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.200%; Related compounds 0.027%; Aromatic petroleum hydrocarbons 0.265%; Petroleum distillate 99.500%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA Reg. No. 100-471. Ciba-Geigy Corp., Agricultural Div., PO Box 11422, Greensboro NC 27409. CAPAROL 80W HERBICIDE. Active Ingredients: 2,4-bis (isopropylamino)-6-(methylthio)-s-triazine 80%. Method of Support: Application proceeds under 2(c) of interim policy. PM25.

EPA File Symbol 35958-E. Criter Chemco, Inc., 2650 W. 2nd Ave., Denver CO 80219. CRITER TOTAL KILL 2. Active Ingredients: Didecyl dimethyl ammonium chloride 4.5%; Tetrasodium ethylenediamine tetraacetate 2.0%; Sodium carbonate 1.0%; Sodium metasilicate, anhydrous 0.5%. Method of Support: Application proceeds under 2(b) of interim policy. PM31.

EPA File Symbol 35958-R. Criter Chemco, Inc., 2650 W. 2nd Ave., Denver CO 80219. CRITER DISINFECTANT-SANITIZER. Active Ingredients: Alkyl (C14 60%, C16 30%, C12 5%, C18 5%) Dimethyl Benzyl Ammonium Chlorides 5.0%; Alkyl (C12 68%, C14 32%) Dimethyl Ethylbenzyl Ammonium Chlorides 5.0%. Method of Support: Application proceeds under 2(b) of interim policy. PM31.

EPA Reg. No. 464-196. Dow Chemical Co., PO Box 1706, Midland MI 48640. DMA 4 HERBICIDE. Active Ingredients: Dimethylamine Salt of 2,4-Dichlorophenoxyacetic acid 49.3%. Method of Support: Application proceeds under 2(c) of interim policy. Republished: Added uses. PM23.

EPA File Symbol 6621-AL. Eagle Chemical Co., 2819 W. Lake St., Chicago IL 60612. SBP-1382 ULV INSECTICIDE. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 4.22%; Related compounds 0.57%; Aromatic petroleum hydrocarbons 5.59%; Mineral oil 89.45%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 6621-AI. Eagle Chemical Co., 2819 W. Lake St., Chicago IL 60612. THERMO FOG INSECTICIDE. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl - 3 - (2-methylpropenyl) cyclopropanecarboxylate 0.200%; Related compounds 0.027%; Aromatic petroleum hydrocarbons 0.265%; Petroleum distillate 99.500%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA Reg. No. 5905-206. Helena Chemical Co., Suite 3200, 5100 Poplar Ave., Memphis TN 38137. MALATHION—50 EC. Active Ingredients: Malathion 50%; Aromatic Petroleum Distillate 39%. Method of Support: Application proceeds under 2(c) of interim policy. PM16.

EPA Reg. No. 1471-35. Elanco Products Co., Div. of Eli Lilly & Co., PO Box 1750, Indianapolis IN 46206. ELANCO TREFLAN E. C. Active Ingredients: Trifluralin (a,a,a-trifluoro-2,6-dinitro - N,N - dipropyl-p-toluidine) 44.5%. Method of Support. Application proceeds under 2(c) of interim policy. Republished: Added uses. PM23.

EPA Reg. No. 524-311. Monsanto Co., Agricultural Products, 800 N. Lindbergh Ave., St. Louis MO 63166. POLARIS. Active Ingredients: Glyphosine 85.0%. Method of Support: Application proceeds under 2(b) of interim policy. PM25.

EPA Reg. No. 524-285. Monsanto Co., Agricultural Division, 800 N. Lindbergh Ave., St. Louis MO 63166. LASSO. Active Ingredients: Alachlor 43.0%. Method of Support. Application proceds under 2(b) of interim policy. Republished: New use added to label. PM25.

EPA Reg. No. 2139-101. Nor-Am Agricultural Products, Inc., 20 N. Wacker Dr., Chicago IL 60606. BETANAL. Active Ingredients: Phenmedipham 15.9%. Method of Support: Application proceeds under 2(c) of interim policy. PM25.

EPA File Symbol 37064-E. Pioneer Chemical Laboratories, 5419 Logan Ave. N, Minneapolis MN 55430. GREASE CUT SANITIZER. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chlorides 0.8%; n-Alkyl (68% C12, 32% C14) dimethyl ethylbenzyl ammonium chlorides 0.8%; Sodium Metasilicate 2.4%; Tetrasodium ethylenediamine tetraacetate 1.0%. Method of Support: Application proceeds under 2(b) of interim policy. PM31.

EPA File Symbol 538-RGA. O. M. Scott & Sons, Marysville OH 43040. VEGETABLE GARDEN INSECT CONTROL. Active Ingredients: Pyrethrins 1.40%; Mineral Oil 5.60%, Aromatic Petroleum Distillate 48.00% Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA Reg. No. 400-93. Uniroyal Chemicals, Div. of Uniroyal Inc., Amity Rd., Bethany CT 06526. VITAVAX-300 FUNGICIDE. Active Ingredients: Carboxin (5,6-dihydro-2-methyl - 1,4 - oxathiin - 3 - carboxanilide) 37.5%; Captan (N-trichloromethylthio-4-cyclohexene - 1,2 - dicarboximide) 37.5%. Method of Support: Application proceeds under 2(c) of interim policy. PH21.

EPA File Symbol 7401-EIR. Voluntary Purchasing Groups, Inc., PO Box 460, Bonham TX 75418. HI-YIELD TOXAPHENE 6 E.C. Active Ingredients: Toxaphene (Technical Chlorinated Camphene containing 67-69% Chlorine) 59.5%; Aromatic Petroleum Derivatives Solvent 36.3%. Method of Support: Application proceeds under 2(c) of interim policy. PM12.

APPLICATIONS RECEIVED (OPP-33000/279)

EPA Reg. No. 1029-75. Aidex Corp., 1024 N 17th St., Omaha NB 68102. AIDEX TOXAPHENE-6E. Active Ingredients: Toxaphene (Technical Chlorinated Camphene) 58.9%; Petroleum Hydrocarbon Solvent 35.0%. Method of Support: Application proceeds under 2(c) of interim policy. Republished: Added uses. PM12.

EPA File Symbol 7078-L. Arbrook, Inc., PO Box 130, Arlington TX 76010. CIDEX FORMULA 7—5X CONCENTRATE. Active Ingredients: glutaraldehyde 10.0%. Method of Support: Application procceds under 2(b) of interim policy. PM33.

EPA File Symbol 7078-A. Arbrook, Inc., PO Box 130, Arlington TX 76010. CIDEX FORMULA 7—3X CONCENTRATE. Active Ingredients: glutaraldehyde 6.0%. Method of Support: Application proceeds under 2(b) of interim policy. PM33.

EPA File Symbol 34279-G. Capps Enterprises, Inc., MR256E S Main St., Roswell NM 88201. A-T-1 GERMICIDE. Active Ingredients: n-Alkyl (60% C14, 30% C16, 5% C12, 5% C18) dimethyl benzyl ammonium chloride 10%. Method of Support: Application proceeds under 2(c) of interim policy. PM31.

EPA File Symbol 37250-R. Chemrite Industries, Inc., 2711 Barber Ave., Cleveland OH 44113. CHEMRITE DISINFECTANT CLEANER. Active Ingredients: Didecyl dimethyl ammonium chloride 4.5%; Tetrasodium ethylenediamine tetraacetate 2.0%; Sodium carbonate 1.0%; Sodium metasilicate, anhydrous 0.5%. Method of Support: Application proceeds under 2(b) of interim policy. PM31.

EPA File Symbol 706-IR. Claire Mfg. Co., 500 Vista Ave., Addison IL 60101. MICROCIDE. Active Ingredients: Orthophenylphenol 0.176%; 4 - Chloro - 2 - cyclopentylphenol 0.028%; Essential Oils 0.300%; Alcohol 49.950%. Method of Support: Application proceeds under 2(b) of interim policy. PM32.

EPA File Symbol 410-IR. Franklin Lab. Inc., 1777 S Bellaire St., Denver CO 80222. FRANKLIN LOUSE-FLY-TICK WETTABLE POWDER FOR LIVESTOCK AND PREMISES. Active Ingredients: 2-chloro-1-(2,4,5-trichlorophenyl) vinyl dimethyl phosphate 50.0%. Method of Support changes from 2(b) to 2(c) of interim policy. PM15.

EPA File Symbol 7368-GA. Georgia-Pacific Corp., 2425 Malt Ave., Los Angeles CA 90040. G-P STABIL CLOR. Active Ingredients: Sodium Dichloro-S-Triazinetrione 55.5%. Method of Support: Application proceeds under 2(c) of interim policy. PM34.

EPA File Symbol 35637-R. Household Brands, Inc., 24 Vanderelinde Rd., Wayne NJ 07470. PURE CLEAN SCENTED DEODORIZING CLEANER DISINFECTANT. Active Ingredients: Didecyl dimethyl ammonium chloride 2.5%; Tetrasodium ethyleneamine tetraacetate 2.0%; sodium carbonate 1.5%. Method of Support: Application proceeds under 2(b) of interim policy. PM31.

EPA File Symbol 334-UEN. Hysan Corp.. 919 W 38th St., Chicago IL 60609. 123 YARD AND PATIO FOGGER. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl-3-(2-methylpropenyl) cyclopropanecarboxylate 0.250%; Related compounds 0.034%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 35892-R. J & F Pest Control Co., 46 Channing Station, NW, Washington DC 20001. HAMMERHEAD ROACH AND INSECT KILLER. Active Ingredients: O,O-diethyl O-(2-isopropyl-6-methyl-4-pyrimidinyl) phosphorothioate 0.50%; Petroleum Distillates 98.97%; Aromatic Petroleum Derivative Solvent 0.41%. Method of Support: Application proceeds under 2(c) of interim policy. PM15.

EPA File Symbol 3367-TI. Reily Chem. Co., PO Box 50372, New Orleans LA 70117. DELTA PINE SCENT DISINFECTANT. Active Ingredients: Pine Oil 25.00%; Soap 11.24%; Isopropylalcohol 4.79%; O-Benzyl-p-Chlorophenol 1.61%; Pine Needle Essence 0.25%; Pine Oil Tar 0.25%. Method of Support: Application proceeds under 2(c) of interim policy. PM32.

EPA File Symbol 3367–TT. Reily Chem. Co., 450 Manderville St., New Oreleans LA 70117. LEMON LITE CREAM LEMON SCENTED DISINFECTANT CLEANER-DEODORANT. Active Ingredients: Isopropylalcohol 1.55%; n-Alykl (C14 50%, C 12 40%, C16 10%) Dimethyl Benzyl ammonium chlorides 1.47%; Essential Oils 0.67%; Ethanol 0.36%; Trisodium Salt of N-12-Hydroxyethylenediamine triacetic Acid 0.20%. Method of Support: Application proceeds under 2(c) of interim policy. PM31.

EPA File Symbol 4297–GN. Reliance Brooks, Inc., 3302 E 87th St., Cleveland OH 44127. AQUA-TURGE NO. 744. Active Ingredients: alpha-(p - Nonylphenyl)-omega-hydroxypoly (oxyethylene)-iodine complex 18.05%; Phosphoric Acid 16.00%. Method of Support: Application proceeds under 2(b) of interim policy. PM34.

EPA File Symbol 707–RET. Rohm and Haas, Independence Mall W, Philadelphia PA 19105. KATHON 893 SP–45. Active Ingredients: 2 - n - Octyl - 4 - isothiazolin - 3-one 45%. Method of Support: Application proceeds under 2(b) of interim policy. PM22.

EPA Reg. No. 476–1897. Stauffer Chem. Co., 1200 47th St., Richmond CA 94804. BETASAN 2.9–E. Active Ingredients: *S-O,O*-Diisopropyl phosphorodithioate) Ester of *N*-(2-Mercaptoethyl) Benzenesulfonamide 34.8%. Method of Support: Application proceeds under 2(c) of interim policy. Republished: Change in use directions requiring data. PM25.

EPA Reg. No. 1043–26. Vestal Labs., Div. of Chemed Corp., 4963 Manchester Ave., St. Louis MO 63110. VESTAL 1 STROKE ENVIRON [H]. Active Ingredients: O-phenylphenol 10.0%; o-Benzyl - p - Chlorophenol 8.5%; p-tertiary-amylphenol 2.0%. Support: Application proceeds under 2(a) of interim policy. PM32.

EPA File Symbol 1043–UI. Vestal Labs., Div. of Chemed Corp., 4963 Manchester Ave., St. Louis MO 63110. VESTAL 1 STROKE ENVIRON [J]. Active Ingredients: sodium o-phenylphenate 11.3%; sodium o-benzyl-p-chlorophenate 9.4%; sodium p-tertiary-amylphenate 2.3%. Method of Support: Application proceeds under 2(a) of interim policy. Republished: Added uses. PM32.

APPLICATIONS RECEIVED (OPP—33000/280)

EPA File Symbol 8612–OG. B & G Co., PO Box 20372, Dallas TX 75220. B & G PYRENONE EMULSIFIABLE CONCENTRATE. Active Ingredients: Pyrethrins 1.0%; Piperonyl Butoxide, Technical 10.0%; Petroleum Distillate 79.0%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 8612–OE. B & G Co., PO Box 20732, Dallas TX 75220. PYRENONE PCO ROACH CONCENTRATE. Active Ingredients: Technical Piperonyl Butoxide 7.50%; Pyrethrins 1.50%; Petroleum Oil 91.00%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 9461–OE. Celanese Coatings & Specialties Co., Devoe and Raynolds Co., Marine Div., PO Box 99038, Jeffersontown KY 40299. DEVOE DEVRAN 222HS ALLSEAS PERMANENT RED ANTIFOULING PAINT MD–4313. Active Ingredients: Cuprous Oxide 44.46%; Bis (Tributyltin) Oxide 2.47%. Method of Support: Application proceeds under 2(c) of interim policy. PM24.

EPA File Symbol 9461–OG. Celanese Coatings & Specialties Co., Devoe and Raynolds Co., Marine Div., PO Box 99038, Jeffersontown KY 40299. DEVOE DEVRAN 222 ALLSEAS PERMANENT RED ANTIFOULING PAINT MD–4312. Active Ingredients: Cuprous Oxide 37.92%; Bis (Tributyltin) Oxide 2.21%. Method of Support: Application proceeds under 2(c) of interim policy. PM24.

EPA File Symbol 270–RRN. Farnam Co., Inc., PO Box 21447, Phoenix AZ 85711. GRAND CHAMPION DAZZLE WITH FLY REPELLANT. Active Ingredients: Pyrethrins 0.045%; Piperonyl Butoxide Technical 0.09%; N-octyl bicycloheptene dicarboximide 0.15%; 2,3:4,5-bis (2 butylene) tetrahydro-2-furaldehyde 0.25%. Method of Support: Application proceeds under 2 (c) of interim policy. Republished: Added uses. PM17.

EPA File Symbol 729–TR. Gulf Oil Corp., Gulf Building, Pittsburgh PA 15230. GULF-SPRAY WASP AND HORNET KILLER FORMULA 12. Active Ingredients: (5-Benzyl-3-furyl) methyl 2,2-dimethyl - 3-(2-methyl propenyl) cyclopropane carboxylate 0.150%; Related compounds 0.020%; Aromatic petroleum hydrocarbons 0.199%; 2-(1-methylethoxy) phenol methyl carbamate 0.500%; Petroleum distillates 43.098%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 1021–RGAL. McLaughlin Gormley King Co., 8810 10th Ave. N, Minneapolis, MN 55427. PYROCIDE FOGGING CONCENTRATE 7257. Active Ingredients: 2,2-dichlorovinyl dimethyl phosphate 0.46%; Other related compounds 0.04%; Pyrethrins 2.00%; Piperonyl Butoxide, technical 4.00%; N-octyl bicycloheptene dicarboximide 4.00%; Petroleum distillate 89.50%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA Reg. No. 524–296. Monsanto Co., Agricultural Div., 800 N Lindbergh Ave., St. Louis, MO 63166. LASSO II. Active Ingredients: Alachlor: 2-chloro-2',6'-diethyl-N-(methoxymethyl) acetanilide 15%. Method of Support: Application proceeds under 2(b) of interim policy. Republished: Added use. PM25.

EPA Reg. No. 3624–95. Nova Products, Inc., PO Box 5086, Kansas City, KS 66119. NOVA TOXAPHENE 6E. Active Ingredients: Toxaphene 60.25%; Petroleum Distillate 36.75%. Method of Support: Application proceeds under 2(c) of interim policy. PM12.

EPA File Symbol 4029–GR. Oil Specialties & Refining Co., Inc., 18 Bridge St., Brooklyn, NY 11201. OSR NON-SELECTIVE WEED KILLER WITH NO-DRIFT. Active Ingredients: Petroleum Oil 96.07%; Bromacil (5-bromo-3-sec-butyl-6-methyluracil) 0.97%; Pentachlorophenol 0.79%; Other chlorophenols 0.09%. Method of Support: Application proceeds under 2(c) of interim policy. PM24.

EPA File Symbol 5576–UN. Regal Supply & Chem., PO Box 1955, El Paso, TX 79950. FRESH-UP. Active Ingredients: Tetrasodium Ethylenediamine Tetraacetate 0.38%; Ortho-benzyl parachlorophenol 1 32%. Method of Support: Application proceeds under 2(c) of interim policy. PM32.

EPA File Symbol 5576–UG. Regal Supply & Chem. VIRO-SAN BOUQUET SCENT DISINFECTANT DEODORANT. Active Ingredients: Ortho-Phenyl Phenol 0.100%; Para-Tertiary-Amyl Phenol 0.036%; Ortho-Benzyl-Para-Chlorophenol 0.054%; Ethyl Alcohol 53.710%. Method of Support: Application proceeds under 2(c) of interim policy. PM32.

EPA File Symbol 5576–UR. Regal Supply & Chem. VIRO-SAN LEMON SCENTED DISINFECTANT DEODORANT. Active Ingredients: Ortho-Phenyl Phenol 0.100%; Para-Tertiary-Amyl Phenol 0.036%; Ortho-Benzyl-Para Chlorophenol 0.054%; Ethyl Alcohol 53.710%. Method of Support: Application proceeds under 2(c) of interim policy. PM32.

EPA File Symbol 5576–UE. Regal Supply & Chem. VIRO–SAN NATURAL SCENT DISINFECTANT DEODORANT. Active Ingredients: Ortho-Phenyl Phenol 0.100%; Para-Tertiary-Amyl Phenol 0.036%; Ortho-Benzyl-Para-Chlorophenol 0.054%; Ethyl Alcohol 53.710%. Method of Support: Application proceeds under 2(c) of interim policy. PM32.

EPA Reg. No. 373–96. Residex Corp., 225 Terminal Ave., Clark NJ 07066. RESIDEX DURSBAN ROACH CONCENTRATE. Active Ingredients: Chlorpyrifos (O,O-diethyl O-(3,5,6-trichloro-2-pyridyl) phosphorothioate 16.00%; Petroleum Distillate 73.96%. Method of Support: Application proceeds under 2(c) of interim policy. PM12.

EPA Reg. No. 11273–2. Sandoz Wander, Inc., Crop Protection Dept., PO Box 1489, Homestead FL 33030. THURICIDE–HPC. Active Ingredients: Bacillus thuringiensis Berliner, potency of 4,000 International Units (at least 6 million viable spores) per milligram 0.8%; Petroleum hydrocarbon solvent 3.0%. Method of Support: Application proceeds under 2(c) of interim pol-PM17.

EPA File Symbol 538–RGO. O M Scott & Sons, Marysville OH 43040. DISEASE CONTROL FOR LAWNS. Active Ingredients: Chlorothalonil (Tetrachloroisophthalonitrile) 9.70%. Method of Support: Application proceeds under 2(c) of interim policy. PM21.

EPA File Symbol 538–RGI. O M Scott & Sons, Marysville OH 43040. DISEASE CONTROL FOR LAWNS II. Active Ingredients: Chlorothalonil (Tetrachloroisophthalonitrile) 9.50%. Method of Support: Application proceeds under 2(c) of interim policy. PM21.

EPA Reg. No. 201–279. Shell Chem. Co., Agricultural Div., 1025 Conn. Ave. NW, Suite 200, Washington DC 20036. BLADEX 80 WP HERBICIDE FOR SORGHUM. Active Ingredients: Bladex-2-(4-chloro-6-ethylamino-s-triazin - 2 - ylaminio) - 2 - methyl-propionitrile 80%. Method of Support: Application proceeds under 2(b) of interim policy. Republished: Added used. PM25.

EPA File Symbol 6720–EAN. Southern Mill Creek Products Co., Inc., PO Box 1096, Tampa FL 33601. SMCP GENERAL PURPOSE SPRAY #31. Active Ingredients: Pyrethrins 0.031%; Piperonyl Butoxide, Technical 0.252%; Petroleum Distillate 99.717%. Method of Support: Application proceeds under 2(c) of interim policy. PM17.

EPA File Symbol 6720–ELO. Southern Mill Creek Products Co., Inc., PO Box 1096, Tampa FL 33601. SMCP GENERAL PURPOSE RESIDUAL SPRAY #100. Active Ingredients: Pyrethrins 0.050%; Piperonyl Butoxide, Technical 0.125%; Malathion (O,O-Dimethyl dithiophosphate of diethyl mercaptosuccinate) 2.000%; Aromatic Petroleum Derivative Solvent 7.625%; Petroleum Distillates 90.200%. Method of Support: Application proceeds under 2(c) of interim policy. PM16.

EPA File Symbol 19149–R. Superior Chem. Co., 330 Verdun St., PO Box 53125, Lafayette LA 70501. SUPERIOR-S-55 INDUSTRIAL BACTERIOSTAT. Active Ingredients: Trichlorophenol 32.7%. Application proceeds under 2(b) of interim policy. PM32.

EPA File Symbol 11687–TO. Transvaal, Inc., PO Box 69, Jacksonville AR 72076. TRANSVAAL WEED-RHAP LV–4–MCPA. Active Ingredients: Isooctyl Ester of 2-Methyl-4-Chlorophenoxyacetic Acid 73.3%. Method of Support: Application proceeds under 2(c) of interim policy. PM23.

EPA File Symbol 11687-TA. Transvaal, Inc. TRANSVAAL MCPA LOW VOLATILE OXY ESTER. Active Ingredients: Butoxyethyl ester of 4-Chloro-2-Methyl-phenoxyacetic Acid 97.0%. Method of Support: Application proceeds under 2(c) of interim policy. PM23.

EPA File Symbol 11687-TT. Transvaal, Inc. TRANSVAAL MCPA BUTYL ESTER. Active Ingredients: Butyl Ester of 4-Chloro-2-Methyl-phenoxyacetic Acid 97.0%. Method of Support: Application proceeds under 2 (c) of interim policy. PM23.

EPA File Symbol 11687-TI. Transvaal, Inc. TRANSVAAL MCPA ISOOCTYL ESTER. Active Ingredients: Isooctyl Ester of 4-Chloro-2-Methylphenoxyacetic Acid 97.0%. Method of Support: Application proceeds under 2(c) of interim policy. PM23.

EPA File Symbol 7631-RL. Walnut Grove Prod., Div. of W. R. Grace & Co., General Offices 201 Linn St., Atlantic IA 50022. WALNUT GROVE "4X4" BEEK SHAKE 32 (F)—LSL. Active Ingredients: Phenothiazine 0.2939%. Method of Support: Application proceeds under 2(c) of interim policy. PM15.

EPA File Symbol 769-ULL. Woolfolk Chem. Works, Inc., PO Box 938, Fort Valley GA 31030. SECURITY NEMA-KILL. Active Ingredients: 1,2-Dibromo-3-Chloropropane 17.65%; Other Halogenated C3 Compounds 0.93%. Method of Support: Application proceeds under 2(c) of interim policy. PM21.

EPA Reg. No. 769-418. Woolfolk Chem. Works, Ltd., PO Box 938, Fort Valley GA 31030. 5% SEVIN GARDEN DUST. Active Ingredients: Carbaryl(1-naphthyl N-methylcarbamate) 5.0%. Method of Support: Application proceeds under 2(c) of interim policy. PM12.

[FR Doc.75-17853 Filed 7-9-75;8:45 am]

## ENERGY RESEARCH AND DEVELOPMENT ADMINISTRATION

### LIQUID METAL FAST BREEDER REACTOR PROGRAM

#### Administrator's Findings Concerning Proposed Final Environmental Statement

On Friday, April 25, 1975, the Energy Research and Development Administration (ERDA) announced in the FEDERAL REGISTER (40 FR 18218) that ERDA would conduct a review of the Proposed Final Environmental Statement (PFES) for the Liquid Metal Fast Breeder Reactor (LMFBR) Program in connection with ERDA's responsibilities under the National Environmental Policy Act of 1969. The PFES was issued on January 17, 1975, by ERDA's predecessor agency, the former Atomic Energy Commission.

The Administrator of ERDA has now completed his examination of the PFES; the public comments on that document, including the record of a public hearing conducted on May 27-28, 1975; a Report of an Internal Review Board which was commissioned to undertake an objective evaluation of the record; and the reports of several outside experts whose opinions were solicited. On the basis of the foregoing record, the Administrator has adopted the Report of the Internal Review Board and rendered his findings on this matter.

Single copies of both the "Administrator's Findings on the Liquid Metal Fast Breeder Reactor Program Proposed Final Environmental Statement" and the Report of the Internal Review Board may be obtained without charge from W. H. Pennington, Office of the Assistant Administrator for Environment and Safety, Mail Station E-201, ERDA, Washington, D.C. 20545 (301-973-4241).

Dated at Washington, D.C., this 2nd day of July, 1975.

JAMES L. LIVERMAN,
*Assistant Administrator for Environment and Safety.*

[FR Doc.75-17919 Filed 7-9-75;8:45 am]

## FEDERAL ENERGY ADMINISTRATION

### ELECTRIC UTILITIES ADVISORY COMMITTEE

#### Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770), notice is hereby given that the Electric Utilities Advisory Committee will meet Tuesday, August 5, 1975 at 10 a.m., Room 3400, 12th & Pennsylvania Avenue, NW, Washington, D.C.

The Committee was established to advise the Administrator, FEA, with respect to general electric utilities' aspects of interests and problems related to the policy and implementation of programs to meet the current and continuing national energy shortage.

The agenda for the meeting is as follows:

1. Impact of President Ford's Position on Increased Utility Construction and Output.
   a. Industry Viewpoint.
   b. Financial Community Viewpoint.
   c. General Discussion.
2. FEA Power Plant Reliability Task Force Report Entitled, "Improving the Productivity of Electric Power Plants".
   a. Summary and Findings of FEA Action Plan.
   b. General Discussion.
3. Other FEA Electric Utility Programs and Activities.
   a. Summary.
   b. FEA Energy Conservation Plan.
   c. General Discussion.
4. Report on Rate Design Study Being Sponsored by the Edison Electric Institute and the Electric Power Research Institute.
5. Other Matters.

The meeting is open to the public. The Chairman of the Committee is empowered to conduct the meeting in a fashion that will, in his judgment, facilitate the orderly conduct of business. Any member of the public who wishes to file a written statement with the Committee will be permitted to do so, either before or after the meeting. Members of the public who wish to make oral statements should inform Lois Weeks, Advisory Committee Management Officer, (202) 961-7022 at least 5 days before the meeting and reasonable provision will be made for their appearance on the agenda.

Further information concerning this meeting may be obtained from the Advisory Committee Management Office.

Minutes of the meeting will be made available for public inspection at the Federal Energy Administration.

Issued at Washington, D.C., on July 3, 1975.

ROBERT E. MONTGOMERY, Jr.,
*General Counsel.*

[FR Doc.75-17776 Filed 7-7-75;9:43 am]

## FEDERAL POWER COMMISSION

### DEPARTMENT OF THE INTERIOR, SOUTHEASTERN POWER ADMINISTRATION

[Docket No. E-7002]

#### Order Confirming and Approving Rates and Charges for an Interim Period and Providing for a Hearing

JULY 1, 1975.

This order directs an administrative hearing before the Federal Power Commission in order to assist the Commission in the discharge of its statutory duties and responsibilities under the Flood Control Act of 1944, 58 Stat. 887, 890, with respect to the confirmation and approval of rate schedules which have been proposed by the Secretary of the Interior acting upon behalf of the Southeastern Power Administration (SEPA). By letter request tendered March 28, 1975, the Secretary asks the Commission to approve and confirm SEPA's proposed Wholesale Power Rate Schedules KP-1-B, KP-2-B, and JHK-1-B for the sale of power and energy generated at the Kerr-Philpott Projects of the U.S. Army Corps of Engineers, located in southern Virginia on the Roanoke and Smith Rivers. By telegraphic order issued June 30, 1975, the Commission notified SEPA of Commission action as represented by this order.

The factual circumstances now before this Commission warrant our directing a hearing pursuant to § 1.20 of the Commission's rules of practice and procedure, 18 CFR 1.20. The factors which prompt us to reach this conclusion are set forth *infra*.

SEPA proposes an approval period of up to 5 years for its proposed rates and charges, namely from July 1, 1975 through June 30, 1980. This order grants approval of those rates for an interim period through July 1, 1976, or for such shorter period within which the Commission may take final action herein, but all upon condition that SEPA agree to refund or credit to its customers such portions of the proposed rates and charges as may result from Commission disapproval in any final action of the Commission confirming and approving rates and charges for SEPA.

Proposed Wholesale Firm Power Rate Schedule KP-1-B, superseding Rate Schedule KP-1-A, applies to public entities and cooperatives which operate within 150 miles of the Kerr Project and are served through the facilities of Virginia Electric and Power Company (VEPCO) pursuant to 17 individually executed preference customer service contracts with SEPA, and a transmission and integration service agreement between VEPCO and SEPA, whereby VEPCO is obligated to bank declared Project energy for SEPA in excess of that

required by SEPA's preference customers for later delivery thereto, as well as provide SEPA with certain integration services for a charge of $5000 per month, which allow the Kerr-Philpott Projects to operate on an integrated basis while remaining geographically diverse. The demand charge to preference customers under proposed Rate Schedule KP-1-B increases 13.6% from $1.10 to $1.25 per kw per month of contract demand, with an accompanying energy charge increase of 11.1% from 4.5 to 5.0 mills per kwh of firm energy. Proposed Rate Schedule KP-1-B also applies to sales of deficiency energy by VEPCO to SEPA in those instances when declared Project energy plus available energy bank energy falls short of meeting the energy requirements of the preference customers.

Proposed Wholesale Rate Schedule JHK-1-B supersedes Rate Schedule JHK-1-A, and is available to public entities and cooperatives operating within 165 miles of the point of interconnection between VEPCO and Carolina Power & Light Company (CP&L) near the Kerr Project near the Virginia-North Carolina state boundary, and served through CP&L facilities. Rate Schedule JHK-1-B demand and energy charges and increases therein are identical to those under Rate Schedule KP-1-B. CP&L also has banking arrangements with SEPA similar to those between SEPA and VEPCO.

Proposed Wholesale Power Rate Schedule KP-2-B supersedes Rate Schedule KP-2-A, and offers VEPCO and CP&L dependable capacity for $1.25 per kw per month, and dump energy for 80% of the calculated savings in cost of fuel. Rate Schedule KP-2-B reflects a 13.6% increase in capacity charge over Rate Schedule KP-2-A.

In support of its request for confirmation, SEPA asserts that the Corps of Engineers' annual cost of Project operation and maintenance has risen from $932,000 in fiscal year 1971, the year of SEPA's last rate adjustment, to $1,400,000 in fiscal year 1974, with costs expected to average $1,750,000 annually over the five year period for which rate approval is sought. Furthermore, revision of the method of estimating cost of replacement figures, upon which previous rate and repayment studies have been based, was necessary in SEPA's view to correct serious underestimation problems. Accordant recalculation of the total cost of replacements over the fifty-year-repayment period, based upon SEPA's determination of the percent replaceable and average service life of plant and adjustment of the initial costs thereof to 1978 levels, purportedly results in an increase from $9.2 million to $17.2 million.

SEPA also submits a March 1975 repayment study in support of its proposed rate schedules, showing estimated annual total Project operation expenses of $2,701,800, resulting in a total 50-year operating expense increase of $20 million over that projected in the previous SEPA repayment study submitted in July 1973. Further comparison with the 1973 Repayment study discloses that the March 1975 study results in an earned surplus of $1 million in the 50th year of Project operation, representing a $4 million decrease from that estimated in the 1973 study, based upon a total proposed increase in Project revenues of $23 million, a revised 50-year replacement cost increase of $8 million, and a projected interest expense decrease of $1 million. The projected $1 million earned surplus represents 0.35% of $285 million in total revenues over 50 years of Project operation, and the current repayment study indicates that all initial Project capital costs will be repaid by the end of fiscal year 2003, the 49th year from the in-service date of the last power unit.

Public notice of the SEPA request was issued on April 18, 1975, and published on April 25, 1975 (40 F.R. 18225), requesting the submittal of written comments or suggestions thereupon on or before May 7, 1975. No comments or suggestions in response thereto were received.

Our review of the foregoing warrants our action in directing this hearing in order that we may determine that SEPA's proposed rate increase is cost justified in encouraging the most widespread use of power and energy at the lowest possible rates to consumers consistent with sound business principles, as well as recovering the cost of producing and transmitting such electric energy, including the amortization of the capital investment allocated to power over a reasonable period of years.

*The Commission finds:*

(1) The proposed rate filing of SEPA constitutes a major rate increase, averaging approximately 12% in the capacity and energy rates for power sold to preference customers, and 13.6% in the charge for dependable capacity purchased by VEPCO and CP&L.

(2) We are unable, in the absence of a hearing, to discharge our responsibilities under the Flood Control Act of 1944 of determining whether SEPA's proposed rates are warranted in providing consumers with the most widespread use of power and energy at the lowest possible price consistent with sound business principles, while concurrently protecting the interests of the United States in recovering the production and transmission costs thereof, including the amortization of project investment within a reasonable time. It is therefore necessary and appropriate to order a hearing as herein directed.

(3) It is appropriate for the purposes of Section 5 of the Flood Control Act of 1944 that SEPA's Wholesale Power Rate Schedules KP-1-B, KP-2-B, and JHK-1-B be confirmed and approved for a period ending not later than July 1, 1976, or for such shorter period within which the Commission may take final action herein, but all upon the condition that SEPA agrees to refund or credit to its customers such portions of the proposed rates and charges as may result from Commission disapproval in any action of the Commission finally confirming and approving rates and charges for SEPA.

*The Commission orders:*

(A) A public hearing shall be convened in the above-entitled proceeding to be conducted before an Administrative Law Judge, pursuant to § 1.30(b)(1) of the Commission's rules of practice and procedure, to be commenced with a prehearing conference in a hearing room of the Commission, 825 North Capitol Street, NE, Washington, D.C. 20426 at 10 a.m. on August 5, 1975 and in accordance with the Commission's rules.

(B) Any party seeking to intervene in the above entitled matter shall file a petition or notice in accordance with Section 1.8 of the Commission's rules of practice and procedure on or before July 18, 1975.

(C) SEPA's proposed Wholesale Power Rate Schedules KP-1-B, KP-2-B, and JHK-1-B and their general rate schedule provisions, are hereby confirmed and approved for a period beginning July 1, 1975 and ending not later than July 1, 1976, or for such shorter period within which the Commission may take final action herein, but all upon the condition that SEPA agrees to refund or credit to its customers such portions of the proposed rates and charges as may result from Commission disapproval in any action of the Commission finally confirming and approving rates and charges for SEPA.

(D) On or before July 11, 1975, SEPA shall cause the Commission to be notified of their acceptance of the refund or credit provision of paragraph (C) supra, and in the event of the failure of SEPA to so advise the Commission, the proposed rates and charges of SEPA shall not be deemed approved for the interim period.

(E) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD, *Acting Secretary.*

[FR Doc.75-17866 Filed 7-9-75;8:45 am]

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[Docket No. E-9294]

## DETROIT EDISON CO.

### Order Denying Motion To Reject, Instituting Section 206 Investigation and Ordering Refunds

JULY 2, 1975.

On February 28, 1975, Detroit Edison Company (Detroit) tendered for filing proposed increases in rates to seven wholesale customers within the State of Michigan.[1] By order issued March 27, 1975, we accepted the proposed rate increase for filing and suspended it for sixty days to become effective May 30, 1975, subject to refund. On May 27, 1975, the City of Croswell (Croswell), the Village of Clinton (Clinton), and the Village of Sebewaing (Sebewaing) jointly filed a "Supplementary Protest and Petition to Intervene, Application for Rehearing,

[1] For Designations and listings of these wholesale customers see Attachment A.

Motion to Reject and Application for Stay." On June 11, 1975, Detroit filed its answer to the petition denying the allegations raised by the petition and urging that the relief requested be denied.

Under section 313(a) of the Federal Power Act an application for rehearing will not lie unless filed within thirty days of the order complained of. Accordingly, we shall treat the subject pleading as a motion for reconsideration of our March 27, 1975 order.

With respect to the request for stay, we noted that the petition was filed three days before the rates became effective subject to refund and some two months after issuance of the order for which stay is sought. Upon review, we find that petitioners have failed to meet the stringent test required under *Virginia Jobbers* v. *F.P.C.*, 259 F. 2d 291 (D.C. Cir. 1958), necessary to secure a stay of our order. Under the test there enunciated by the U.S. Circuit Court of Appeals for the D.C. Circuit, the petitioner must show:

(1) The likelihood of prevailing on the merits of its requested review;
(2) That it will suffer irreparable injury if the stay is not granted;
(3) That other parties will not be substantially harmed by granting the stay; and
(4) That the public interest will be served by granting the stay.

Petitioners have not made a showing to satisfy these tests. Accordingly, the motion for stay shall be denied.

The dispute with respect to Sebewaing centers around the following provision in the Detroit-Sebewaing contract:

3. Beginning on the Effective Date of the Agreement, the Customers shall be billed by the Company at the rates as approved by the Federal Power Commission. It is expressly understood by the Customer that these rates are subject to change by order issued by that Commission.

Sebewaing asserts that this language permits Detroit to bill Sebewaing increased rates only after a hearing pursuant to section 206 of the Act. Such a procedure Sebewaing alleges would be similar to the one we followed in *Potomac Edison Company*, Docket No. E–8878, order issued July 31, 1974.

Detroit answers that Sebewaing has misconstrued the contract. Detroit asserts that the word "approved" related only to the initial rate schedule and that the second sentence allows a rate change without approval of the rates by this Commission. Detroit distinguishes the *Potomac Edison* order, *supra*, by pointing out that the language in that case spoke of governmental authorities in general while this contract refers specifically to this Commission, and therefore the normal procedures for raising rates.

We think the key language in this clause is "these rates are subject to change by order issued by [the Commission]". In the *Mobile* case, the Court stated in reference to section 4(d) of the Natural Gas Act, which is equivalent to section 205(d) of the Federal Power Act:

Section 4(d) provides not for the filing of "proposals" but for notice to the Commission of any "change . . . made by" a natural gas company, *and the change is effected*, if at all, *not by an order of the Commission but solely by virtue of the natural gas company's own action*. *Mobile, supra*, at 342. (emphasis added).

Since the parties provided for changes in rates only by order issued by the Commission, it is clear they did not contemplate the unilateral filings permitted by section 205. The only changes in rates which occur by order of the Commission occur pursuant to an order issued pursuant to section 206. Thus, the parties have provided that changes in rates will only occur pursuant to section 206. Accordingly, we shall investigate Detroit's current rates and set just and reasonable rates pursuant to section 206, all changes to be prospective in application.

The dispute in the case of Clinton and Croswell centers on the following provision which is found in both contracts:

The supply shall be delivered by the Company and received and paid for by the customer under the terms of the Company's Applicable Rate Schedule on file with and approved by the Federal Power Commission.

Clinton and Croswell contend that their contracts permit Detroit to change its rates to them only after Commission order approving the rates. Detroit answers that the subject clause makes Detroit's right to file a rate increase pursuant to section 205 of the Federal Power Act explicit.

We do not find the clause quoted above to be as clear as either party would have us believe. However, this clause does refer to rates which are "on file with and approved by the Federal Power Commission." Thus, Detroit cannot begin to charge any new rates until they have been approved by the Commission. § 35.4 of our regulations states explicitly that acceptance of a filing of a rate increase does not constitute approval of the new rates. Accordingly, we shall initiate an investigation pursuant to section 206 of the Federal Power Act to determine the just and reasonable rates to be charged Clinton and Croswell. Any rate increase to Clinton and Croswell which we may approve shall be effective from the date of approval in accordance with the terms of the contract. We shall order Detroit to refund any amounts collected in excess of rates which have been approved by the Commission.

Petitioners raise a number of other issues. One concerns the propriety of contract capacity and minimum monthly billing demand elements of the Detroit-Sebewaing contract. Sebewaing requests that a conference be called on the subject or the rate increase be rejected on the basis of this complaint. With respect to the request for a conference, we refer the parties to ordering paragraph (E) of our order issued March 27, 1975, which concerns the calling of conferences in this proceeding. With respect to the complaint as a basis for rejection we feel that it does not rise to the standards for rejection set forth in *Municipal Light Boards of Reading and Wakefield, Massachusetts*, 450 F. 2d 1341, 146 U.S. App. D.C. 294, *cert. den.*, 405 U.S. 989 (1971) in that there is no violation of Commission filing regulations and the complaint raises issues of fact and law which require development at a hearing. A hearing has already been ordered in this case. The parties are free to present evidence on this matter at that hearing.

Petitioners also allege a price squeeze situation with regard to retail rates and the wholesale rates proposed herein. The Commission must utilize a cost plus fair return standard for establishing the justness and reasonableness of the wholesale rates and does not have the authority under the Federal Power Act to set wholesale rates predicated upon retail rates over which we have no jurisdiction.[4] We shall therefore limit these proceedings so as to exclude consideration of the price squeeze issue. We are aware of petitioner's reliance on *Conway Corporation* v. *F.P.C.*, 510 F. 2d 1264 (1975). However, the Court in Conway stayed its mandate pending appeal by the Commission. Accordingly, petitioners may renew its request for consideration of the price squeeze issue when and if the *Conway* decision becomes final.

Finally, petitioners request that this Commission order Detroit to establish a separate rate for transmission service to be supplied by Detroit. Such an order would be ineffective because as this Commission has stated on numerous occasions[5] it does not have the authority to order wheeling. (*Otter Tail Power Company* v. *U.S.*, 410 U.S. 366 (1973)). Therefore, an order requiring Detroit to develop a separate transmission rate would serve no purpose and hence, we will deny petitioners' request.

*The Commission finds:*

(1) The motion to reject Detroit's rate increase filing as it relates to Sebewaing should be denied.

(2) The motion to reject Detroit's rate increase filing as it related to Clinton and Croswell should be denied.

(3) An investigation pursuant to section 206 of the Federal Power Act should be instituted to determine the just and reasonable rates to be charged Sebewaing, Clinton, and Croswell. Such investigation should be held concurrently with the other proceedings in this case and use the material in the instant filing.

(4) "Price-squeeze" issues should be excluded from these proceedings.

(5) Petitioner's request for an order requiring Detroit to "unbundle" its transmission and production services should be denied.

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[4] See *e.g.*, *Virginia Electric and Power Company*, Docket No. E–9147 order issued January 22, 1975; *Carolina Power and Light Company*, Docket No. E–8884, order issued August 26, 1974; *Wisconsin Public Service Corporation*, Docket No. E–8867, order issued August 23, 1974; and *Pacific Gas and Electric Company*, Docket No. E–7777, order issued March 14, 1974.

[5] *Southern California Edison Company*, Docket No. E–8176, orders issued September 21, 1973, and November 2, 1973; *Pacific Gas and Electric Company*, Docket No. E–7777, order issued May 15, 1974.

*The Commission orders:*

(A) Petitioners' motion to reject is denied.

(B) We hereby order an investigation pursuant to section 206 of the Federal Power Act to determine the just and reasonable rates to be charged Sebewaing, Clinton, and Croswell. Such investigation shall be pursued concurrently with the other proceedings in this docket. Materials contained in the original Detroit filing of February 28, 1975, shall form the basis of the investigation.

(C) All rate increases to Sebewaing, Clinton, and Croswell which we may approve shall be effective from the date of such approval.

(D) Detroit may not bill Sebewaing, Clinton and Croswell at the rates proposed herein or at such other rate as the Commission shall find just and reasonable until completion of the investigation herein ordered and approval of new rates. All amounts collected related to the proposed increase since May 30, 1975, shall be refunded forthwith.

(E) All other requests for relief are hereby denied.

(F) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD, *Acting Secretary.*

ATTACHMENT A—DETROIT EDISON COMPANY

| Designations: | *Other party* |
|---|---|
| Supplement No. 4 to Rate Schedule FPC No. 2 (Supersedes Supplement No. 3). | City of Croswell. |
| Supplement No. 1 to Rate Schedule FPC No. 18 | Village of Sebewaing. |
| Supplement No. 8 to Rate Schedule FPC No. 5 (Supersedes Supplement No. 7). | Consumers Power Co. |
| Supplement No. 3 to Rate Schedule FPC No. 4 (Supersedes Supplement No. 2). | Thumb Electric Cooperative. |
| Supplement No. 4 to Rate Schedule FPC No. 6 (Supersedes Supplement No. 3). | Village of Clinton. |
| Supplement No. 3 to Rate Schedule FPC No. 14 (Supersedes Supplement No. 2). | Southeastern Michigan Rural Electric Cooperative. |
| Supplement No. 1 to Rate Schedule FPC No. 20 | Michigan Municipal Cooperative Power Pool. |

[FR Doc.75-17873 Filed 7-9-75;8:45 am]

[Dockets Nos. RP73-104, etc.]

## EL PASO NATURAL GAS CO.

### Further Extension of Procedural Dates

JULY 2, 1975.

On June 20, 1975, El Paso Natural Gas Company filed a motion to extend the procedural dates fixed by order issued February 8, 1974, as most recently modified by notice issued April 29, 1975, in the above-designated matter. On June 23, 1975, the Company filed a letter stating that the parties had been notified and had no objection.

Notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Company Rebuttal, August 1, 1975.
Prehearing Conference August 12, 1975 (10 a.m. e.d.t.).
Hearing August 26, 1975 (10 a.m. e.d.t.).

By direction of the Commission.

MARY B. KIDD, *Acting Secretary.*

[FR Doc.75-17864 Filed 7-9-75;8:45 am]

[Docket No. E-9446]

## GREEN MOUNTAIN POWER CO.

### Order Granting Intervention

JULY 2, 1975.

On May 15, 1975, the Green Mountain Power Company (Company) tendered for filing proposed changes in its FPC Electric Service Tariff. Notice of the Company's filing was issued by the Commission on May 21, 1975, with protests and petitions to intervene due on or before June 12, 1975.

A timely joint protest and petition to intervene was filed by Village of Hardwick Electric Department, Village of Morrisville Water and Light Department, Village of Northfield Electric Department, Village of Stowe Electric Department, (Villages), New Hampshire Electric Cooperative, Vermont Electric Cooperative, and Washington Electric Cooperative (Cooperatives). Having reviewed the above petition to intervene, we believe that the petitioners have sufficient interest in the proceedings to warrant interventions.

*The Commission finds:*

It is desirable and in the public interest to allow the above-named petitioners to intervene.

*The Commission Orders:*

(A) The above-named petitioners are hereby permitted to intervene in these proceedings subject to the rules and regulations of the Commission: *Provided, however,* That participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in the petition to intervene; and *Provided, further,* That the admission of such intervenors shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(B) The interventions granted herein shall not be the basis for delaying or deferring any procedural schedules heretofore established for the orderly and expeditious disposition of this proceeding.

(C) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD, *Acting Secretary.*

[FR Doc.75-17865 Filed 7-9-75;8:45 am]

[Dockets Nos. RP72-127, R&D75-1]

## NORTHERN NATURAL GAS CO.

### Further Extension of Procedural Dates

JULY 1, 1975.

On June 26, 1975, Staff Counsel filed a motion to extend the procedural dates fixed by order issued December 26, 1974, as most recently modified by notice issued May 7, 1975, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Staff Testimony, August 22, 1975.
Service of Intervenor Testimony, September 5, 1975.
Service of Company Rebuttal, September 19, 1975.
Hearing, September 30, 1975 (10 a.m., e.d.t.)

MARY B. KIDD, *Acting Secretary.*

[FR Doc.75-17867 Filed 7-9-75;8:45 am]

[Docket No. E-9507]

## OTTER TAIL POWER CO.

### Filing of Initial Rate Schedule

JULY 2, 1975.

Take notice that on June 23, 1975, Otter Tail Power Company (Otter Tail) tendered for filing an Initial Rate Schedule providing for a compensatory rate for firm wheeling service for 15 municipalities.[1]

Otter Tail states that the rate basis is its fully allocated costs for furnishing firm transmission service under a compensatory rate filed with an approved by the Federal Power Commission, as provided in the judgment in the antitrust case, affirmed by the U.S. Supreme Court in Otter Tail Power Company vs. United States, 410 U.S. 366 (1973). Applicant states that the rate is designed to produce a return substantially equal to its overall rate of return.

Otter Tail states that copies of this filing have been mailed to the 15 municipalities affected by this Schedule, and Otter Tail requests an effective date of September 1, 1975.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street NE., Washington, D.C. 20426, in

[1] South Dakota municipalities of Badger, Big Stone City, Estelline; Minnesota municipalities of Barnesville, Benson, Breckenridge, Detroit Lakes, Henning, Lake Park, Newfolden, Nielsville, Ortonville, Shelly, Stephen, and Warren.

accordance with §§ 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 24, 1975. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-17868 Filed 7-9-75;8:45 am]

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[Docket No. E-8928]

## PACIFIC GAS AND ELECTRIC CO.

### Further Extension of Procedural Dates

JULY 2, 1975.

On June 26, 1975, Pacific Gas and Electric Company filed a motion to extend the procedural dates fixed by order issued August 22, 1974, as most recently modified by notice issued June 17, 1975, in the above-designated matter. The motion states that the parties have been notified and have no objection.

Upon consideration, notice is hereby given that the procedural dates in the above matter are modified as follows:

Service of Company Rebuttal, July 27, 1975.
Hearing, September 3, 1975 (10 a.m. e.d.t.).

MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-17869 Filed 7-9-75; 8:45 am]

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[Docket No. E-9388]

## PHILADELPHIA ELECTRIC CO.

### Order Granting Intervention

JULY 2, 1975.

On April 18, 1975, the Philadelphia Electric Company (Company) tendered for filing proposed changes in its Rate Schedule FPC No. 36. Notice of the Company's filing was issued by the Commission on April 24, 1975, with protests and petitions to intervene due on or before May 14, 1975.

A timely protest and petition to intervene was filed by the Public Service Commission of Maryland. Having reviewed the above petition to intervene, we believe that the petitioner has sufficient interest in the proceedings to warrant intervention.

*The Commission finds:*

It is desirable and in the public interest to allow the above-named petitioner to intervene.

*The Commission orders:*

(A) The above-named petitioner is hereby permitted to intervene in these proceedings subject to the rules and regulations of the Commission; *Provided, however,* That participation of such intervenor shall be limited to matters affecting asserted rights and interests as specifically set forth in the petition to intervene; and *Provided, further,* That the admission of such intervenor shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(B) The intervention granted herein shall not be the basis for delaying or deferring any procedural schedules heretofore established for the orderly and expeditious disposition of this proceeding.

(C) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

[SEAL] MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-17870 Filed 7-9-75;8:45 am]

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## NATIONAL POWER SURVEY TECHNICAL ADVISORY COMMITTEE ON INADEQUATE ELECTRIC POWER SUPPLY

### Meeting

Agenda for a meeting of the Technical Advisory Committee on the Impact of Inadequate Electric Power Supply, to be held at the Federal Power Commission Offices, 825 North Capitol Street, NE, Washington, D.C., at 10 a.m., on July 30, 1975, in Room 5200:

1. Meeting opened by FPC Coordinating Representative.
2. Objectives and purposes of meeting.
   a. Correction and additions to minutes of previous meeting.
   b. Review of final draft of committee report.
   c. Other business.
3. Adjournment.

This meeting is open to the public. Any interested person may attend, appear before, or file statements with the committee—which statements, if in written form, may be filed before or after the meeting, or, if oral, at the time and in the manner permitted by the committee.

MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-17863 Filed 7-9-75;8:45 am]

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[Docket No. E-9503]

## TOWN OF NORWOOD, MASS.

### Application

JULY 2, 1975.

Take notice that on June 18, 1975, The Town of Norwood, Massachusetts (Norwood), a municipality within the meaning of section 3(7) of the Federal Power Act, filed an application pursuant to Part 32 of the Commission's regulations under the Federal Power Act and section 202(b) of the Federal Power Act petitioning the Commission to order the New England Power Company (NEPCO), after notice, investigation and hearing, to sell and deliver firm power and energy to Norwood.

Norwood distributes electric power and energy solely within its municipal limits. It presently purchases its total energy requirements from Boston Edison Company.

NEPCO is the wholesale generation and transmission subsidiary of New England Electric System, (NEES), a registered public utility holding Company. NEPCO provides wholesale electric power and energy to three retail distribution subsidiaries of NEES. NEPCO also provides power and energy to a number of independent and wholesale customers.

Norwood represents that the proposed interconnection will not entail the construction of any new facility, since it will be effectuated by the use of existing transmission facilities owned by the Boston Edison Company which interconnect at several locations with the transmission system of NEPCO and also with the Norwood system. From an electrical and legal standpoint, Norwood believes that the requested interconnection will be substantially identical to the arrangement whereby the Boston Edison Company wheels firm power from interconnection points between NEPCO and Boston Edison Company transmission systems to NEPCO's isolated "Quincy-Weymouth" service territory.

Any person desiring to be heard or to make any protest with reference to said application should on or before July 28, 1975, file with the Federal Power Commission, Washington, D.C. 20426, petitions or protests in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and available for public inspection.

MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-17871 Filed 7-9-75;8:45 am]

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[Dockets Nos. RP74-20, RP74-83]

## UNITED GAS PIPE LINE CO.

### Notice of Conference

JULY 9, 1975.

Take notice that on Monday, July 14, 1975, a conference of all interested parties in the above-referenced dockets will be convened at 1 p.m., in a conference room at the Federal Power Commission, 825 North Capitol Street NE, Washington, D.C. 20426.

The conference will be held pursuant to § 1.18 (Conferences, Offers of Settlement) of the Commission's rules of practice and procedure (18 CFR 1.8). Customers and other interested persons will be permitted to attend, but if such persons have not previously been permitted to intervene by order of the Commission, such attendance at the conference will not be deemed to authorize such intervention as a party in the proceedings.

In accordance with the provisions of § 1.18 of the rules, all parties will be expected to come fully prepared to discuss the merits of all issues concerning the lawfulness of United Gas Pipe Line Company's proposed tariff changes, any procedural matters preparatory to a full evidentiary hearing, or to make commitments with respect to such issues and any offers of settlement or stipulations discussed at the conference.

MARY B. KIDD,
*Acting Secretary.*

[FR Doc.75-18121 Filed 7-9-75;10:10 am]

## GENERAL ACCOUNTING OFFICE

### REGULATORY REPORTS REVIEW

#### Receipt of Report Proposal

The following request for clearance of a report intended for use in collecting information from the public was received by the Regulatory Reports Review Staff, GAO on July 3, 1975. See 44 U.S.C. 3512 (c) & (d). The purpose of publishing this notice in the FEDERAL REGISTER is to inform the public of such receipt.

The notice includes the title of the request received; the name of the agency sponsoring the proposed collection of information; the agency form number, if applicable; and the frequency with which the information is proposed to be collected.

Written comments on the proposed ICC form are invited from all interested person, organizations, public interest groups, and affected businesses. Because of the limited amount of time GAO has to review the proposed form, comments (in triplicate) must be received on or before July 28, 1975, and should be addressed to Mr. Carl F. Bogar, Assistant Director, Office of Special Programs, United States General Accounting Office, Room 5216, 425 I Street, NW, Washington, D.C. 20548.

Further information may be obtained from the Regulatory Reports Review Officer, 202-376-5425.

INTERSTATE COMMERCE COMMISSION

Request for review and clearance of the revised ICC Application for Motor Carrier Certificate of Registration (Form OP-OR-100) for use by single-state common carriers seeking to engage in operations in interstate and foreign commerce solely within a single state under provisions of section 206(a)(6) of the Interstate Commerce Act. The form has been updated to include revisions to filing regulations issued since its last printing. Approximately 100 such applications are filed annually and time for preparing an application is estimated at four hours.

NORMAN F. HEYL,
*Regulatory Reports Review Officer.*

[FR Doc.75-17921 Filed 7-9-75;8:45 am]

## GENERAL SERVICES ADMINISTRATION

### GENERAL SERVICES ADMINISTRATION ADVISORY COMMITTEE ON CASH MANAGEMENT

#### Meeting

Pursuant to section 10(a) of the Federal Advisory Committee Act, October 6, 1972, notice is hereby given of the August 19, 1975, meeting of the General Services Administration Advisory Committee on Cash Management. The meeting will convene at 10 a.m. in Room 6009, GSA Building, 18th & F Streets NW., Washington, D.C.

The Committee provides advice to General Services Administration in its effort to study cash management practices and determine the need for policy guidance for optimizing the use of cash resources. Committee advice is being sought as GSA studies the full range of management actions that impact on the flow of cash.

The agenda will include discussions on: (1) forecasting of net cash outlays, (2) cash disbursements, (3) cash collections, and (4) cash control systems.

The meeting is open to the public (within limitations of conference room facilities). Anyone who wishes to attend or desires further information should contact Mr. John Lordan, Office of Financial Management, OFMP (telephone: 202-343-7747).

Dated at Washington, D.C., July 2, 1975.

WILLIAM W. THYBONY,
*Acting Associate Administrator, Office of Federal Management Policy.*

[FR Doc.75-17838 Filed 7-9-75;8:45 am]

## LEGAL SERVICES CORPORATION

### BOARD OF DIRECTORS

#### Meeting

Pursuant to 42 U.S.C., Sections 2996 c (G) and (H) (Supp. 1975) of the Legal Services Corporation Act of 1974, Pub. L. 93-355, 88 Stat. 378, the Legal Services Corporation announces the first meeting of its Board of Directors.

The Board of Directors will hold a meeting on July 14, 1975 at the Main Courtroom, Second Floor, Court of Claims Building, 717 Madison Place, NW (Lafayette Square) Washington, D.C. The Meeting will commence at 9:30 a.m. local time and will be for the purpose of initial organization and to consider the responsibility placed upon the Board by the Legal Services Corporation Act of 1974. The Board's meetings are open to the public.

ROGER C. CRAMPTON,
*Chairman.*

JULY 9, 1975.

[FR Doc.75-18123 Filed 7-9-75;10:31 am]

## NATIONAL TRANSPORTATION SAFETY BOARD

[1426; 1517D, 1517C]

### AIRCRAFT ACCIDENT REPORT; SAFETY RECOMMENDATIONS

#### Availability

An aircraft accident report and two safety recommendation letters directed to the Federal Aviation Administration were made public last week by the National Transportation Safety Board:

*Report No. NTSB-AAR-75-4*, released July 2, 1975, resulted from the Safety Board's investigation of a turbulence accident involving an Air France Boeing 707. The accident, which injured 13 passengers and 2 crewmembers among 111 persons aboard, occurred at 33,000 feet over O'Neill, Nebraska, May 13, 1974. The Board found the probable cause to be "* * * the operation of the aircraft in an area of very strong thunderstorm activity which should have been easily detectable and which resulted in serious injuries to passengers because of the failure of the captain to warn the passengers and to turn on the 'fasten seatbelt' sign."

The two safety recommendation letters were issued July 3, 1975; both were prompted by the Board's investigation of the Trans World Airlines Flight 514 crash near Berryville, Virginia, December 1, 1974.

*A-75-54 and 55* recommends that the Federal Aviation Administration (1) require that in-flight advisories (SIGMETS and AIRMETS) be taped on receipt, for subsequent broadcast via navigational aid voice frequency and "assure that they are, and continue to be, broadcast in accordance with current procedures"; and (2) require that Principal Air Carrier Operations Inspectors survey all air carrier dispatch departments to assure that "adequate standard procedures are in use to provide pilots in flight with SIGMET and other meteorological information in accordance with 14 CFR 121.601(b)."

*A-75-56* requests the FAA to publish a comprehensive lexicon of ATC terms and provide for its use by all pilots and ATC specialists.

The accident report and the recommendation letters are available to the general public, without charge for single copies. All requests must be in writing, addressed to: Publications Unit, National Transportation Safety Board, Washington, D.C. 20594.

Multiple copies of the accident report may be purchased from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22151.

(Secs. 304(a)(2) and 307 of the Independent Safety Board Act of 1974 (Pub. L. 93-633, 88 Stat. 2169, 2172 (49 U.S.C. 1903, 1906).)

Dated: July 7, 1975.

MARGARET L. FISHER,
*Federal Register Liaison Officer.*

[FR Doc.75-17922 Filed 7-9-75;8:45 am]

## NUCLEAR REGULATORY COMMISSION

[DOCKET NO. 50-3]

### CONSOLIDATED EDISON COMPANY OF NEW YORK, INC.

#### Issuance of Amendment to Facility Operating License

Notice is hereby given that the U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 10 to Facility Operating License No. DPR-5 issued to Consolidated Edison Company of New York, Inc., which revised Technical Specifications for operation of the Indian Point Nuclear Generating Unit No. 1 located in Buchanan, Westchester County, New York. The amendment is effective as of its date of issuance.

This amendment incorporates in the Indian Point Nuclear Generating Unit No. 1 Technical Specifications revised reporting requirements and a revised definition of Abnormal Occurrence.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment is not required since the amendment does not involve a significant hazards consideration.

For further details with respect to this action, see (1) the application for amendment dated June 23, 1975, (2) Amendment No. 10 to License No. DPR-5, with Change No. 66 and (3) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., and at the Hendrick Hudson Free Library, 31 Albany Post Road, Montrose, New York 10548.

A copy of items (2) and (3) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Maryland, this July 1, 1975.

For the Nuclear Regulatory Commission.

GEORGE LEAR,
*Chief, Operating Reactors Branch No. 3, Division of Reactor Licensing.*

[FR Doc.75-17916 Filed 7-9-75;8:45 am]

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[Docket No. 50-227]

### GENERAL ATOMIC CO.

#### Intent To Issue Order Authorizing Dismantling of Facility

By application dated March 25, 1975, as revised on May 14, 1975 and May 22, 1975, General Atomic Company requested authorization to dismantle the TRIGA Mark III reactor in accordance with its dismantling plan. Operation of the facility has been discontinued and all fuel has been removed and shipped from the site.

The Commission has reviewed the application in accordance with the provisions of the Commission's regulations and has found that the dismantling and disposal of component parts will be accomplished in accordance with the regulations in 10 CFR Chapter I, and the application, and will not be inimical to the common defense and security or to the health and safety of the public. The basis for the findings is set forth in the Safety Evaluation by the Office of Nuclear Reactor Regulation which is being issued concurrently with this Notice.

The Commission has evaluated the potential for environmental impact associated with the above action and based on an environmental impact appraisal, is issuing a negative declaration also concurrently with this notice.

Accordingly, an appropriate order will be issued after July 25, 1975, authorizing General Atomic to dismantle the TRIGA Mark III facility covered by Facility License No. R-100, as amended.

Dated at Bethesda, Maryland, this July 1, 1975.

For the Nuclear Regulatory Commission.

KARL R. GOLLER,
*Assistant Director for Operating Reactors, Division of Reactor Licensing.*

[FR Doc.75-17914 Filed 7-9-75;8:45 am]

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[Docket No. 50-227]

### GENERAL ATOMIC COMPANY TRIGA MARK III REACTOR

#### Negative Declaration Regarding Facility Operating License R-100

The U.S. Nuclear Regulatory Commission (the Commission) has considered the Order Authorizing Dismantling of Facility for the General Atomic Company TRIGA Mark III Reactor operated under Facility Operating License R-100. The Order authorizes the decommissioning of the research reactor.

The U.S. Nuclear Regulatory Commission, Division of Reactor Licensing has prepared an environmental impact appraisal for this research reactor. On the basis of this appraisal, we have concluded that an environmental impact statement for this particular action is not warranted because there will be no significant environmental impact attributable to the proposed action. The environmental impact appraisal is available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C. 20555.

Dated at Bethesda, Maryland, this 24th day of June 1975.

For the Nuclear Regulatory Commission.

WM. H. REGAN, Jr.,
*Chief, Environmental Projects Branch 4, Division of Reactor Licensing.*

[FR Doc.75-17915 Filed 7-9-75;8:45 am]

[Docket Nos. 50-272 and 50-311]

### PUBLIC SERVICE ELECTRIC AND GAS COMPANY, ET AL. (SALEM NUCLEAR GENERATING STATION, UNITS 1 AND 2)

#### Order Extending Construction Completion Dates

Public Service Electric and Gas Company, Philadelphia Electric Company, Delmarva Power and Light Company and Atlantic City Electric Company are the holders of Provisional Construction Permit Nos. CPPR-52 and CPPR-53 issued by the Commission on September 25, 1968, for construction of the Salem Nuclear Generating Station, Units 1 and 2 presently under construction in Salem County, New Jersey, on the southern part of Artificial Island on the east bank of the Delaware River in Lower Alloways Creek Township.

On August 14, 1974, Public Service Electric and Gas Company filed a request for an extension of the completion dates because construction has been delayed due to, among other things, (1) an increase in project scope and complexity, (2) redesign of equipment, (3) delayed delivery of equipment, and (4) labor-related problems. On September 25, 1974 and June 18, 1975, Public Service Electric and Gas Company filed additional information in support of its request. The applicant further states in the September 25, 1974 letter that a reevaluation of its construction program reflecting recently concluded studies of generating capacity requirements, together with the need to adjust its construction to match available financing, has resulted in revised commercial operating dates. The June 18, 1975 letter contained additional discussion concerning the revised load forecast. Unit No. 1 is now scheduled for commercial operation in September 1976 and Unit No. 2, in May 1979.

This action involves no significant hazards consideration; good cause has been shown for the delay; and the requested extension is for a reasonable period, the bases for which are set forth in a staff evaluation, dated July 1, 1975.

*It is hereby ordered,* That the latest completion date for CPPR-52 is extended from October 1, 1974 to December 31, 1976 and the latest completion date for CPPR-53 is extended from May 1, 1975 to May 1, 1979.

Date of Issuance: July 1, 1975.

For the Nuclear Regulatory Commission.

R. C. DEYOUNG,
*Assistant Director for Light Water Reactors Group 1, Division of Reactor Licensing.*

[FR Doc.75-17917 Filed 7-9-75;8:45 am]

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[Docket No. 50-266]

### WISCONSIN ELECTRIC POWER CO. AND WISCONSIN MICHIGAN POWER CO.

#### Issuance of Amendment to Facility Operating License

Notice is hereby given that the U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No.

7 to Facility Operating License No. DPR-24 issued to Wisconsin Electric Power Company and Wisconsin Michigan Power Company which revised Technical Specifications for operation of the Point Beach Nuclear Plant Unit 1, located in the Town of Two Creeks, Manitowoc County, Wisconsin. The amendment is effective as of its date of issuance.

The amendment permits modification of the Technical Specifications to reduce requirements for channel checks, calibration and testing of some instrumentation during refueling shutdown and reduces some sampling and equipment tests during periods of refueling shutdown.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment is not required since the amendment does not involve a significant hazards consideration.

For further details with respect to this action, see (1) the application for amendment dated October 17, 1972, (2) Amendment No. 7 to License No. DPR-24, with Change No. 15 and (3) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street NW Washington, D.C., and at the Document Department, University of Wisconsin—Stevens Point Library, Stevens Point, Wisconsin 54481.

A copy of items (2) and (3) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Maryland this 1st day of July, 1975.

For the Nuclear Regulatory Commission,

GEORGE LEAR,
*Chief, Operating Reactors Branch #3, Division of Reactor Licensing.*

[FR Doc.75-17918 Filed 7-9-75;8:45 am]

## OFFICE OF MANAGEMENT AND BUDGET

### CLEARANCE OF REPORTS

#### List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on June 3, 1975 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

NEW FORMS

DEPARTMENT OF COMMERCE

Economic Development Administration, Weekly Payroll Reporting Form—Title X, ED-110-X, weekly, Federal agencies, Economics and General Government Division, Lowry, R. L., 395-3451.

Bureau of Domestic Commerce, Vitrified Clay Pipe, DIB 986, single-time, vitrified clay sewer pipe manufacturers, Peterson, M. O., 395-5630.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

National Institutes of Health, NLM Special Instruction Sheet for Use With National Research Service Award Application, NIH-LM-9, single-time, public and private nonprofit organizations, Lowry, R. L., 395-3772.

National Institute of Education, Social Conflict and Negotiative Problem Solving: semantic differential test; background questions; final questions; session evaluation; goals and objectives, NIE 118A, NIE 118B, NIE 118C, NIE 118D, NIE 118E, on occasion, individuals, Planchon, P., 395-6140.

Office of Education, Application for Federal Assistance (short form) and Supplementary Questionnaire-Disaster Aid, OE 423, on occasion, local education agencies, Lowry, R. L., 395-3772.

Office of Education, The Application for Handicapped Personnel Preparation, OE-9047, annually, institutions of higher education, Lowry, R. L., 395-3772.

Office of Education, FMC-74-7 Application for the Gifted and Talented Program, OE 9048, annually, SEA'S LEA'S IHE'S, Lowry, R. L., 395-3772.

DEPARTMENT OF LABOR

Bureau of Labor Statistics, Medical Recordkeeping and Reporting System, BLS 3067, single-time, labor unions and associations, Caywood, D. P., 395-3443.

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration, Alternative Surveillance Concepts and Methods for Freeway Incident Management (statement of work), single-time, Government agencies, Lowry, R. L., 395-3772.

REVISIONS

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Alcohol, Drug Abuse, and Mental Health Administration, Associated Mortality Feasibility Study; MH 343A, single-time, bereaved individuals, Dick Eisinger, 395-6140.

OFFICE OF EDUCATION

Application for Federal Assistance (nonconstruction) Education for the Handicapped Instructions and Supplementary Questionnaires, OE 9037, annual, SEA's, and LEA's, Lowry, 395-3772.

DEPARTMENT OF AGRICULTURE

Statistical Reporting Service, Bee and Honey Inquiries, occasional, Lowry, R. L., 395-3772.

Statistical Reporting Service, Turkey Breeder Hen Inquiry, none, occasional, Lowry, R. L., 395-3772.

EXTENSIONS

DEPARTMENT OF AGRICULTURE

Statistical Reporting Service, Oregon Filbert Objective Field Survey, annually, filbert growers, Marsha Traynham, 395-4529.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

National Institute of Education, Resource Persons Feedback Booklet and Teacher Trainee's Feedback Booklet, form NIE 115, single-time, vocational education teacher trainees and educators, Planchon, P. P., 395-6140.

Office of Education, Quarterly Program Progress Report (ESAA), form OE 257, quarterly, Marsha Traynham, 395-4529.

Program Operations Report, Veteran's Cost-of-Instruction Payments to Institutions (sec. 420, title IV-A, P.L. 89-329, as amended), OE-269-2, postsecondary institutions, Marsha Traynham, 395-4529.

Application for Federal Assistance (nonconstruction programs), Instruction for the Right-to-Read Program, form OE 295, LEA's State, community service agencies, Marsha Traynham, 395-4529.

DEPARTMENT OF LABOR

Manpower Administration, part III, chapter 8000—Research Study Report, form DL 1-327, monthly, State employment security agencies, Marsha Traynham, 395-4529.

PHILLIP D. LARSEN,
*Budget and Management Officer.*

[FR Doc.75-18003 Filed 7-9-75;8:45 am]

## OFFICE OF THE SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS

### DELTA STEAMSHIP LINES INC.

#### Notice of Complaint

On July 1, 1975 the Special Representative for Trade Negotiations received from the Delta Steamship Lines a petition alleging unfair trade practices by Guatemala against United States commerce and requesting relief under section 301 of the Trade Act of 1974 (P.L. 93-618; 88 Stat. 1978). Pursuant to the requirements of subsection 301(d)(2) of the Trade Act of 1974, the text of the petition is published below:

The Honorable Frederick B. Dent, Special Representative for Trade Negotiations, 1800 G Street NW, Washington, D.C. 20506.

Subject: Petition of Delta Steamship Lines, Inc., the Title III section 301 of the Trade Act of 1974 for Relief from Unfair Trade Practices of Guatemala against United States Commerce

DEAR MR. DENT: Delta Steamship Lines, Inc. (Delta) has provided shipping services in United States Commerce since 1919. Under Contract No. FMB-63 with the Maritime Administration, Department of Commerce, Delta serves two Essential Trade Routes: Trade route No. 20 between United States Gulf of Mexico ports and ports on East Coast South America and Trade route No. 14-2 between United States Gulf of Mexico ports

and ports of West Africa. The trade service description in Contract No. FMB-63 with respect to Trade route No. 20 gives Delta the privilege of serving ports in Guatemala among others on the East Coast of South America.

On May 6, 1971 the Government of Guatemala issued Decree No. 41-71, discriminatory in nature, reserving all import cargoes to Guatemala to National Flag Lines and fixing a penalty of 50 percent of the total freight charges for violation of the Decree. This regulation provides for certain import tax exemptions for cargoes moving on National Flag Lines ships. This regulation also provided that National Flag Lines could by contract become associated with other carriers who by reason of this association would likewise have the benefit of these tax exemption and avoid the 50 percent penalty. A copy of Decree 41-71 and an English translation, obtained by the United States Department of State is attached.

To make sure that Decree 41-71 would have the greatest impact on United States exporters a copy of the Decree was widely distributed to United States exporters by the Consulate-General of Guatemala at Houston, Texas.

Since 1971 the Guatemala National Flag Lines have entered into contracts of association with other steamship lines who thus were able to avoid the discriminatory effects of Decree 41-71. A copy of these contracts of association are available in the files of the Federal Maritime Commission.

Several years ago Delta initiated and advertised regular service in the United States Gulf of Mexico/Guatemala trade. Delta's traffic solicitors were repeatedly advised by United States exporters that due to Guatemala Decrees, cargoes must move on Guatemala National Flag Lines.

During the past two years Delta has had a number of meetings with the Guatemala National Flag Lines and the officials of the Government of Guatemala in an effort to work out an agreement that would allow Delta "equal access" to cargoes moving in the United States/Guatemala trade. All of these meetings have been unproductive.

The United States Department of State through the American Embassy in Guatemala have made sincere efforts to be of assistance to Delta in working out an equitable agreement with Guatemala officials but have had to report no progress. Data on this subject is available at the Department of State.

Delta strenuously objects to being shut out of the United States/Guatemala trade and submits that an effective avenue open to Delta to seek relief is through the United States Special Representative for Trade Negotiations under Title III Section 301 of the Trade Act of 1974. Under this Section the term "Commerce" includes Shipping Services associated with international trade.

It is clear from the language of Decree 41-71 that the Government of Guatemala maintains certain trade practices that are condemned by Section 301 of Title III of the Trade Act of 1974 as follows:

1. Guatemala maintains unjustifiable and unreasonable import restrictions which burden, restrict and discriminate against United States Commerce;

2. Engages in discriminatory acts and policies which are unjustifiable and unreasonable, and which burden and restrict United States Commerce; and

3. Provides tax and other incentives that substantially affect the competitive position of United States shipping services in commerce of the United States.

It is requested that the Special Representative for Trade Negotiations conduct a review of Guatemalan Decree 41-71 and its effect upon United States shipping lines engaged in the United States commerce. It is further requested that the petition be published in the FEDERAL REGISTER in accordance with section 301(d)(2) so that all interested parties may have an opportunity for the presentation of views concerning the effects of this discriminatory Guatemalan Decree.

All Delta is seeking is an opportunity to engage in the United States/Guatemala trade on an equal basis with all Foreign Steamship Lines engaged in this trade.

Delta stands ready to cooperate with your office and to furnish such additional available information as may be required.

Sincerely yours,

THOS. E. STAKEM,
*Counsel for Delta Steamship Lines, Inc.*

DECREE NO. 41-71 (GUATEMALA)

*Whereas:* Pursuant to the industrial development laws and to the Central American Agreement on Tax Incentives for Industrial Development, the State has granted and is granting considerable benefits in the form of exemptions to all those enterprises which, by the nature of their activities, have been or can be classified as beneficiary industries, and it is therefore just that they compensate in some way for the tax sacrifice which those exemptions signify;

In order to compensate in part for the damage to the national economy caused by the drain of foreign exchange owing to the transport of import cargo to consignees benefiting from the Industrial Development Law or the Agreement on Tax Incentives for Industrial Development, it is necessary and proper to protect the investments which the State or other completely national enterprises have or may make in significant international airlines or shipping companies;

*Therefore,* in compliance with the authority vested in it by Article 170(1) of the Constitution of the Republic,

*The Congress of the Republic of Guatemala hereby decrees:*

*Article 1.* Natural of juristic persons who enjoy tax exemptions now or in the future under the industrial development laws and the Central American Agreement on Tax Incentives for Industrial Development shall be obliged to transport their duty-free imports into Guatemala, regardless of whether such transport is by sea or air, in ships or aircraft of Guatemalan carriers, and to use Guatemalan ports for such purposes.

*Article 2.* The following are excepted from the preceding provision:

a. Imports of goods coming from other Member States or originating in the Central American Common Market;

b. Imports by natural or juristic persons for their own use in their own ships or aircraft with special characteristics or equipment, provided that Guatemalan carriers are not capable of handling the shipment. This exception shall cease to apply when it is proved that Guatemalan carriers have the necessary means to provide service of an equal nature;

c. Cases in which Guatemalan carriers lack regularly scheduled services in the ports of shipment;

d. Cases in which awaiting the next sailing date of the Guatemalan carrier from the port of shipment would cause delay of more than 12 days in the shipment of the supplies;

e. Cases in which Guatemalan carriers lack special equipment to handle cargo in bulk, special containers, or simple packaging that saves export packing at the place of origin;

f. Cases in which proof is provided to the Ministry of Economy that the use of Guatemalan carriers would increase the cost of transporting agricultural or industrial supplies; and

g. Importations by international carriers authorized to operate in Guatemala and engaged in the transport and export of perishable cargo of Guatemalan origin when Guatemalan carriers engaged in international transport lack adequate means to ensure the transport of perishable cargo.

This exception shall cease to have effect when it is proved that Guatemalan carriers have the necessary means to provide service of an equal nature.

*Article 3.* Exclusively for the purposes of this law, Guatemalan carriers shall be:

a. Those owned by the State or in which the State has majority interest;

b. Those organized as private enterprises, provided they meet the following requirements:

(1) That no less than 75 percent of their capital is Guatemalan and, if the capital is in the form of shares, that the aforesaid percentage is represented by register stock;

(2) That they are shipowners whose vessels belong to them, are of Guatemalan registry, and have a capacity of not less than 2,000 tons. It is understood that, in order to provide transport services in an effective manner duly authorized Guatemalan carriers may contract for the services of other Guatemalan or foreign carriers.

*Article 4.* The Ministries, their agencies, autonomous or semiautonomous decentralized government entities, and municipalities are obliged to use fully qualified Guatemalan carriers for their imports by sea or air. Excepted from this provision are those imports which, for reasons of safety, the Ministry of Defense may request to make in other vessels of aircraft of the State.

*Article 5.* Violation of the provisions of Article 1 hereof shall be punishable by the Ministry of Economy by a fine of 50 percent of the freight charges paid, but in no case less than Q10, without prejudice to the application of the penalties established by the industrial development laws or, in their absence, by the Central American Agreement on Tax Incentives for Industrial Development.

*Article 6.* Guatemalan carriers shall register with the Ministry of Economy the routes on which they have regular service or fixed schedules, and the said Ministry shall issue such regulations as it considers proper for the better implementation and effectiveness of this law.

Interested parties are invited to present their views on this matter to the Office of the Special Representative for Trade Negotiations, 1800 G Street NW., Washington, D.C. 20506. It is requested that such views be submitted by August 15, 1975.

FREDERICK B. DENT,
*Special Representative for Trade Negotiations.*

[FR Doc.75-17899 Filed 7-9-75;8:45 am]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 500-1]

### BBI, INC.

### Suspension of Trading

JULY 2, 1975.

The common stock of BBI, Inc., being traded on the American, and the Philadelphia-Baltimore Washington Stock Exchanges pursuant to provisions of the Securities Exchange Act of 1934 and all

other securities of BBI, Inc. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchanges and otherwise than on a national securities exchange is suspended, for the period from July 3, 1975 through July 12, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75-17952 Filed 7-9-75;8:45 am]

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[File No. 500-1]

## CHEMEX CORP.

### Suspension of Trading

JULY 3, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Chemex Corp. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from 12:30 p.m. (e.d.t.) on July 3, 1975 through midnight (e.d.t.) on July 12, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75-17953 Filed 7-9-75;8:45 am]

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[File No. 500-1]

## EQUITY FUNDING CORPORATION OF AMERICA

### Suspension of Trading

JULY 3, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, warrants to purchase the stock, 9½% debentures due 1990, 5½% convertible subordinated debentures due 1991, and all other securities of Equity Funding Corporation of America being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 6, 1975 through July 15, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75-17954 Filed 7-9-75;8:45 am]

[File No. 500-1]

## INDUSTRIES INTERNATIONAL, INC.

### Suspension of Trading

JULY 3, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Industries International, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 6, 1975 through July 15, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75-17955 Filed 7-9-75;8:45 am]

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[Release No. 8841;812-3825]

## MERRILL LYNCH, PIERCE, FENNER & SMITH INC.

### Filing of Application

JULY 2, 1975.

In the matter of Merrill Lynch, Pierce, Fenner & Smith Incorporated, One Liberty Plaza, 165 Broadway, New York, New York 10006.

Notice is hereby given that Merrill Lynch, Pierce, Fenner & Smith Incorporated ("Merrill Lynch"), a wholly owned subsidiary of Merrill Lynch & Co., Inc., has filed an application pursuant to section 9(c) of the Investment Company Act of 1940 ("Act") for an order exempting Applicant, and any company or person of which Merrill Lynch is or in the future may become an affiliated person, from the provisions of section 9(a) of the Act and, without prejudice to the Commission's consideration of such application, has applied for an order of temporary exemption from section 9(a) pending the Commission's determination of the application for permanent exemption. All interested persons are referred to the application on file with the Commission for a statement of the representations therein which are summarized below.

Merrill Lynch is a broker-dealer registered under the Securities Exchange Act of 1934 ("Exchange Act"), which has acted or is acting as principal underwriter of several investment companies registered under the Act and has acted or is acting as depositor with respect to several investment trusts registered under the Act. In addition, certain persons affiliated with Merrill Lynch have been and are now acting as officers or directors of investment companies registered under the Act and certain companies affiliated with Merrill Lynch have been and are now acting as investment advisers or principal underwriters for investment companies registered under the Act.

On July 2, 1975, the Commission commenced an injunctive action in the United States District Court for the District of Columbia pursuant to section 20(b) of the Securities Act of 1933 ("Securities Act") and section 21(e) of the Exchange Act against Stirling Homex Corporation and other defendants, including Merrill Lynch. On that same date, pursuant to stipulations of settlement entered into between the plaintiff Commission and Merrill Lynch, a Consent Judgment of Permanent Injunction was entered in the action. The Judgment, among other things, enjoins Merrill Lynch from further violations of section 17(a) of the Securities Act and section 10(b) of the Exchange Act and Rule 10b-5 thereunder in connection with the purchase or sale of the securities of Stirling Homex Corporation.

Section 9(a) of the Act, insofar as is pertinent here, makes it unlawful for any person, or any company with which such person is affiliated, to act in the capacity of employee, officer, director, member of an advisory board, investment adviser, principal underwriter or distributor of any registered investment company if such person is by reason of any misconduct enjoined by any court of competent jurisdiction from engaging in or continuing any conduct or practice in connection with the purchase or sale of any security.

Section 9(c) provides that upon application the Commission shall grant an exemption from the provisions of section 9(a) either unconditionally or on an appropriate temporary or other conditional basis, if it is established that the prohibitions of section 9(a), as applied to the applicant, are unduly or disproportionately severe or that the conduct of such person has been such as not to make it against the public interest or protection of investors to grant such application.

Merrill Lynch submits pursuant to section 9(c) that the prohibitions of section 9(a) of the Act, to the extent applicable by virtue of the entry of the Consent Judgment of Permanent Injunction, would be unduly and disproportionately severe as applied to Merrill Lynch and that the conduct of Merrill Lynch has not been such as to make it against the public interest or protection of investors to grant this exemption. In support thereof, Merrill Lynch represents that:

(1) The prohibitions of section 9(a) would deprive the regulated investment companies and investment trusts involved of the continuity of services of their investment adviser, principal underwriter or depositor, as the case may be; and

(2) The regulated investment companies and investment trusts serviced by Merrill Lynch did not participate in the conduct upon which the Consent Judgment of Permanent Injunction was based.

The Commission has considered the matter and finds that:

(1) The prohibitions of section 9(a) may be unduly or disproportionately severe as applied to Merrill Lynch in that the conduct of Merrill Lynch has been such as not to make it against the public interest or protection of investors to grant the application by Merrill Lynch for a temporary exemption from section 9(a) pending determination of the application; and

(2) In order to maintain the uninterrupted services provided by Merrill Lynch and its

affiliates to the regulated investment companies and investment trusts involved, it is necessary and appropriate in the public interest and consistent with protection of investors and the purposes fairly intended by the policy and provisions of the Act that the temporary order be issued forthwith.

*Accordingly, it is ordered,* Pursuant to section 9(c) of the Act, that Merrill Lynch and any company or person of which Merrill Lynch is or in the future may become an affiliated person be and they are hereby temporarily exempted from the provisions of section 9(a) of the Act operative as a result of the entry of the injunction against Merrill Lynch in Securities and Exchange Commission v. Stirling Homex Corporation, et al., pending final determination by the Commission of Merrill Lynch's application for an order exempting Merrill Lynch and any company or person of which Merrill Lynch is or in the future may become an affiliated person from the provisions of section 9(a) operative as a result of the entry of such injunction.

Notice is further given that any interested person may not later than at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Merrill Lynch at the address set forth above. Proof of such service (by affidavit or in the case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided in Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the Application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further development in this matter, including the date of the hearing (if ordered) and any postponements thereof.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75–17956 Filed 7–9–75;8:45 am]

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## WESTGATE CALIFORNIA CORP.

[File No. 500–1]

### Suspension of Trading

JULY 3, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock (class A and B), the cumulative preferred stock (5% and 6%), the 6% subordinated debentures due 1979 and the 6½% convertible subordinated debentures due 1987, and all other securities of Westgate California Corporation being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from July 6, 1975 through July 15, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.75–17957 Filed 7–9–75;8:45 am]

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# SMALL BUSINESS ADMINISTRATION

## ATLANTA DISTRICT ADVISORY COUNCIL

### Meeting

The Small Business Administration Atlanta District Advisory Council will meet from 12 Noon–3 p.m., (e.d.t.), Wednesday, July 23, 1975, Fort McPherson, Georgia, to discuss such business as may be presented by members, the staff of the Small Business Administration, and others attending. For further information, call or write John D. Sewell, Small Business Administration, 1401 Peachtree Street NE., Atlanta, Georgia 30309, (404) 526–5749.

Dated: July 1, 1975.

ANTHONY S. STASIO, *Chief Counsel for Advocacy, Small Business Administration.*

[FR Doc.75–17878 Filed 7–9–75;8:45 am]

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[License No. 02/02–0100]

## HAMILTON CAPITAL FUND, INC.

### Approval of Application for Transfer of Control

Pursuant to the provisions of § 107.701 of the Small Business Administration's (SBA) rules and regulations (13 CFR 107.701 (1974)), a notice of filing of an application for transfer of control of The Hamilton Capital Fund, Inc., License No. 02/02–0100, 555 Madison Avenue, New York, New York 10022, was published in the FEDERAL REGISTER on May 13, 1975, (40 FR 20871).

Interested parties were given an opportunity to send their comments on the proposed transfer of control. No comments were received.

Upon consideration of the application and other relevant information, SBA hereby approves the transfer of control of The Hamilton Capital Fund, Inc.

Dated: June 30, 1975.

JAMES THOMAS PHELAN, *Deputy Associate Administrator for Investment.*

[FR Doc.75–17912 Filed 7–9–75;8:45 am]

[Declaration of Disaster Loan Area #1149; Amdt. 1]

## TEXAS

### Declaration of Disaster Area; Correction

Inadvertently the word "tornado" was left out of FR Doc. 75-16928 (40 FR 27536, June 30, 1975) and the first sentence should be amended as follows "because of damage resulting from heavy rains, tornado and flooding on or about June 9, 1975 in the counties of Hardin, Harris, Jefferson, and adjacent counties within the State of Texas."

LOUIS F. LAUN,
*Acting Administrator.*

[FR Doc.75-17879 Filed 7-9-75;8:45 am]

## DEPARTMENT OF LABOR

### Manpower Administration

### EMPLOYMENT TRANSFER AND BUSINESS COMPETITION DETERMINATIONS UNDER THE RURAL DEVELOPMENT ACT

#### Applications

The organizations listed in the attachment have applied to the Secretary of Agriculture for financial assistance in the form of grants, loans, or loan guarantees in order to establish or improve facilities at the locations listed for the purposes given in the attached list. The financial assistance would be authorized by the Consolidated Farm and Rural Development Act, as amended, 7 U.S.C. 1924(b), 1932, or 1942(b).

The Act requires the Secretary of Labor to determine whether such Federal assistance is calculated to or is likely to result in the transfer from one area to another of any employment or business activity provided by operations of the applicant. It is permissible to assist the establishment of a new branch, affiliate or subsidiary, only if this will not result in increased unemployment in the place of present operations and there is no reason to believe the new facility is being established with the intention of closing down an operating facility.

The Act also prohibits such assistance if the Secretary of Labor determines that it is calculated to or is likely to result in an increase in the production of goods, materials, or commodities, or the availability of services or facilities in the area, when there is not sufficient demand for such goods, materials, commodities, services, or facilities to employ the efficient capacity of existing competitive commercial or industrial enterprises, unless such financial or other assistance will not have an adverse effect upon existing competitive enterprises in the area.

The Secretary of Labor's review and certification procedures are set forth at 29 CFR Part 75, published January 29, 1975 (40 FR 4393). In determining whether the applications should be approved or denied, the Secretary will take into consideration the following factors:

1. The overall employment and unemployment situation in the local area in which the proposed facility will be located.

2. Employment trends in the same industry in the local area.

3. The potential effect of the new facility upon the local labor market, with particular emphasis upon its potential impact upon competitive enterprises in the same area.

4. The competitive effect upon other facilities in the same industry located in other areas (where such competition is a factor).

5. In the case of applications involving the establishment of branch plants or facilities, the potential effect of such new facilities on other existing plants or facilities operated by the applicant.

All persons wishing to bring to the attention of the Secretary of Labor any information pertinent to the determinations which must be made regarding these applications are invited to submit such information in writing within two weeks of publication of this notice to: Deputy Assistant Secretary for Manpower, 601 D Street NW., Washington, D.C. 20213.

Signed at Washington, D.C., this seventh day of July 1975.

BEN BURDETSKY,
*Deputy Assistant Secretary for Manpower.*

*Applications received during the week ending July 4, 1975*

| Name of applicant | Location of enterprise | Principal product or activity |
|---|---|---|
| Fisherman's Wharf, Inc | Provincetown, Mass | Marina. |
| John L. Lutz Welding and Fabricating, Inc | Kingwood Township, N.J. | Welding, bending, and forming structural bars and shapes. |
| Anderson Shrimp Boats, Inc | Panama City, Fla | Shrimpboat fleet. |
| J. F. T. Enterprises | Jasper County, S.C | Motel, restaurant, and gift shop. |
| St. George Inns, Inc | St. George, S.C | Motel. |
| Montgomery Inn, Ltd | Hope Hull, Ala | Do. |
| Vicksburg Chemical Co | Vicksburg, Miss | Manufacture of potassium nitrate. |
| Uni-Frag, Inc | Kokomo, Ind | Scrap metal processing. |
| George R. Terry | Daleville, Ind | Grocery store. |
| Paul Pieper Construction Co., Inc | Jacksonville, Ill | Design, build, and rent business property. |
| M. Jane Lightner | Woodruff, Wis | Mobile home and trailer sites. |
| Lakeside Inn | Suring, Wis | Supper club. |
| Johnny M. Donaldson | Monticello, Ark | Slaughterhouse. |
| Corker's Nursery & Garden Center | Dumas, Ark | Landscaping. |
| Dixie Sound & Communications, Inc | do | Manufacture of sound and communications equipment. |
| Ebeling Manufacturing Corp | Plainview, Tex | Manufacture of solid refuse collection equipment. |
| Saied's Inc | Clarendon, Tex | General discount store. |
| The Williams Companies | Verdigris, Okla | Manufacture of fertilizers. |
| Heartview Foundation | Mandan, N. Dak | Alcohol and drug rehabilitation center. |

[FR Doc.75-17958 Filed 7-9-75;8:45 am]

## FEDERAL COMMITTEE ON APPRENTICESHIP

### Meeting

Pursuant to section 10(a) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 1) of October 6, 1972, notice is hereby given that the Federal Committee on Apprenticeship will conduct an open meeting on Thursday, July 31, from 9 a.m.-4:30 p.m.; Friday, August 1, 1975, from 9:00 a.m.-12 noon in Chicago Graphic Arts Institute, at 204 South Ashland Boulevard, Chicago, Illinois.

The Agenda for the meeting on the 31st will include:

1. Employee Retirement Security Act of 1974—Fiduciary responsibility of Trust Fund Committee Members
2. 29 CFR Part 30—Equal Employment Opportunity in Apprenticeship and Training (Report of Subcommittee on EEO)
3. 29 CFR Part 5, 5a—Trainee and Apprenticeship (Report of Subcommittee on Trainee)
4. National Apprenticeship Standards for the United States Army
5. Film: "Training the Construction Labor"
6. Reports of FCA Subcommittees—General Discussion

The Agenda for the meeting on August 1 will include:

1. BAT Plans for FY 1976
2. Goals of the FCA (Report of Subcommittee)
3. New Initiatives in Apprenticeship—Discussion of current status of Recommendations

Members of the public are invited to attend the proceedings. Any member of the public who wishes to file written data, views or arguments pertaining to the agenda may do so by furnishing it to the Executive Secretary before July 25, 1975. Thirty duplicate copies are needed for the members and for inclusion in the minutes of the meeting.

Any member of the public who wishes to speak at this meeting should so indicate in such a written statement, also the nature of intended presentation and amount of time needed. The Chairman will announce at the beginning of the meeting the extent to which time will permit the granting of such requests.

Communications to the Executive Secretary should be addressed as follows:

Mrs. M. M. Winters, Bureau of Apprenticeship and Training, MA, U.S. Dept. of Labor, 601 D St. NW. (Rm. 5434), Washington, D.C. 20213.

Signed at Washington, D.C. this 7th day of July 1975.

WILLIAM H. KOLBERG,
*Assistant Secretary for Manpower.*

[FR Doc.75-17920 Filed 7-9-75;8:45 am]

## INTERSTATE COMMERCE COMMISSION

### WISCONSIN-MICHIGAN COACHES, INC.

#### Filing of Petition

No. MC-C-8686 (NOTICE OF FILING OF PETITION FOR DECLARATORY ORDER), filed May 21, 1975. Petitioner: WISCONSIN-MICHIGAN COACHES, INC., 725 Smith Street, Green Bay, Wisc. 54302. Petitioner's representative: Paul C. Gartzke, 121 West Doty Street, Madison, Wisc. 53703.

Petitioner seeks a determination as to whether a travel agent arranging a passenger tour involving both bus and air transportation is a "broker" as defined by section 203(a)(18) of the Interstate Commerce Act, if the bus transportation is performed wholly within a single State, even though the tour includes transportation by air from a point within that State to a point outside the State, and return.

Petitioner indicates that it is its interpretation that the motor carrier providing such a passenger transportation service wholly within a single State is not engaged in transportation in interstate or foreign commerce, because no common arrangement is made between the motor carrier and the air carriers, and, therefore, does not require operating authority from this Commission; citing *Motor Transp. of Passengers Incidental to Air*, 95 M.C.C. 526, 536 (1964), and *Archambault Common Carrier Application*, 99 M.C.C. 535, 539 (1965). On the other hand, petitioner has received informal opinions from Commission personnel to the effect that the travel agent arranging such transportation must, under section 211(a) of the Act, hold a broker's license since the tour arrangements as a whole are in interstate or foreign commerce.

By the instant petition, petitioner, seeks a declaratory order to the effect that a travel agent arranging a passenger tour of the type described is not a broker under the terms of the Interstate Commerce Act. Any interested person desiring to participate in this proceeding may file an original and seven copies of his written representations, views and arguments in support of or against the relief requested on or before August 11, 1975.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.75-17834 Filed 7-9-75;8:45 am]

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[Notice No. 809]

### ASSIGNMENT OF HEARINGS

JULY 7, 1975.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 103993 Sub 840, Morgan Drive Away, Inc., now assigned July 10, 1975, at Washington, D.C., is canceled and application dismissed.

MC 51146 Sub 405, Schneider Transport, Inc., now assigned September 17, 1975, at Chicago, Ill., is canceled, and transferred to Modified Procedure.

MC 51146 Sub 407, Schneider Transport, Inc., now being assigned September 17, 1975, at Chicago, Ill.; in a hearing room to be later designated.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.75-17960 Filed 7-9-75;8:45 am]

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## PIPELINES

### Tentative Valuations

Notice is hereby given that tentative valuations are under consideration for the common carriers by pipeline listed below:

1974 REPORTS

| Valuation Docket No. | |
|---|---|
| 1364 | Acorn Pipe Line Co., P.O. Box 5008, Houston, TX 77012. |
| 1414 | Alleghany Pipeline Company, P.O. Box 2521, Houston, TX 77001. |
| 1302 | Amoco Pipeline Co., P.O. Box 6110-A, Chicago, IL 60680. |
| 1378 | Arapahoe Pipe Line Company, 200 East Golf Road, Palatine, IL 60067. |
| 1329 | ARCO Pipe Line Company, ARCO Building, Independence, KS 67301. |
| 1291 | Ashland Pipe Line Company, 1409 Winchester Ave., Ashland, KY 41101. |
| 1381 | Badger Pipe Line Company, P.O. Box 300, Tulsa, OK 74102. |
| 1430 | Belle Fourche Pipeline Company, P.O. Drawer 2360, Casper, WY 82601. |
| 1425 | Black Lake Pipe Line Company, P.O. Box 308, Independence, KS 67301. |
| 1322 | Buckeye Pipe Line Company, P.O. Box 368, Emmaus, PA 18049. |
| 1382 | Butte Pipe Line Company, P.O. Box 2648, Houston, TX 77001. |
| 1404 | Calnev Pipe Line Company, 1901 Slover Avenue, Bloomington, CA 92316. |
| 1416 | Chevron Pipe Line Company, P.O. Box 599, Denver, CO 80201. |
| 1368 | Cheyenne Pipeline Company, P.O. Box 370, Cody, WY 82414. |
| 1427 | Chicap Pipe Line Company, 200 East Golf Road, Palatine, IL 60067. |
| 1312 | Cities Service Pipe Line Company, P.O. Box 300, Tulsa, OK 74102. |
| 1433 | Collins Pipeline Company, P.O. Box 2511, Houston, TX 77001. |
| 1422 | Colonial Pipeline Company, Lenox Towers, P.O. Box 18855, Atlanta, GA 30326. |
| 1316 | Continental Pipe Line Company, P.O. Drawer 1267, Ponca City, OK 74601. |
| 1426 | Cook Inlet Pipe Line Company, P.O. Box 900, Dallas, TX 75221. |
| 1341 | CRA, Inc., 3315 North Oak Trafficway, Kansas City, MO 64116. |
| 1352 | Crown Central Pipe Line & Transportation Corp., P.O. 1759, Houston, TX 77001. |
| 1365 | Crown-Rancho Pipe Line Corp., P.O. Box 1759, Houston, TX 77001. |
| 1349 | Diamond Shamrock Corp., P.O. Box 631, Amarillo, TX 79173. |
| 1411 | Dixie Pipeline Co., P.O. Box 2220, Houston, TX 77001. |
| 1385 | Emerald Pipe Line Corporation, P.O. Box 631, Amarillo, TX 79173. |
| 1338 | The Eureka Pipe Line Co., 963 Market St., Parkersburg, W. Va. 26101. |
| 1394 | Exxon Pipeline Co., P.O. Box 2220, Houston, TX 77001. |
| 1389 | Four Corners Pipe Line Co., P.O. Box 2648, Houston, TX 77001. |
| 1333 | Gulf Refining Company, P.O. Drawer 2100, Houston, TX 77001. |
| 1409 | Hess Pipeline Co., P.O. Box 502, Woodbridge, N.J. 07095. |
| 1431 | Hydrocarbon Transportation, Inc., 2223 Dodge St., Omaha, NE 68102. |
| 1406 | Jayhawk Pipeline Corp., P.O. Box 1030, Wichita, KS 67201. |
| 1413 | Jet Lines, Inc., 522 Cottage Grove Road, Bloomfield, CT 06002. |
| 1375 | Kaneb Pipe Line Co., P.O. Box 22029, Houston, TX 77027. |
| 1299 | Kaw Pipe Line Co., P.O. Box 52332, Houston, TX 77052. |
| 1429 | Kerr-McGee Pipeline Corp., Kerr-McGee Center, Oklahoma City, OK 73125. |
| 1419 | Lake Charles Pipe Line Co., P.O. Drawer 1269, Ponca City, OK 74601. |
| 1354 | Lakehead Pipe Line Co., Inc., 3025 Tower Ave., Superior, WI 54880. |
| 1403 | Laurel Pipe Line Company, P.O. Drawer 2100, Houston, TX 77001. |
| 1395 | MAPCO, Inc., 1437 South Boulder Ave., Tulsa, OK 74119. |
| 1392 | Marathon Pipe Line Co., 539 South Main St., Findlay, OH 45840. |
| 1357 | Michigan-Ohio Pipeline Corp., 600 West Pickard St., Mt. Pleasant, MI 48858. |
| 1353 | Mid-Valley Pipeline Co., P.O. Box 2039, Tulsa, OK 74102. |
| 1384 | Minnesota Pipe Line Co., P.O. Box 2256, Wichita, KS 67201. |
| 1311 | Mobil Pipe Line Co., P.O. Box 900, Dallas TX 75221. |
| 1292 | Ohio River Pipe Line Co., 1409 Winchester Ave., Ashland, KY 41101. |
| 1380 | Okan Pipeline Co., P.O. Box 2100, Houston, TX 77001. |
| 1417 | Olympic Pipe Line Co., P.O. Box 900, Dallas, TX 75221. |
| 1420 | Paloma Pipe Line Co., 2500 First National Bank Building, Dallas, TX 75202. |
| 1321 | Phillips Petroleum Co., Adams Building, Bartlesville, OK 74003. |
| 1320 | Phillips Pipe Line Co., Adams Building, Bartlesville, OK 74003. |
| 1372 | Pioneer Pipe Line Co., P.O. Drawer 1267, Ponca City, OK 74601. |
| 1343 | Plantation Pipe Line Co., P.O. Box 18616, Atlanta, GA 30326. |
| 1367 | Platte Pipe Line Co., 539 S. Main St., Findlay, OH 45840. |
| 1410 | Portal Pipe Line Co., 1401 Elm St., Dallas, TX 75202. |
| 1647 | Portland Pipe Line Corp., P.O. Box 2590-30 Hill St., South Portland, ME 04106. |
| 1327 | Pure Transportation Co., 200 East Golf Road, Palatine, IL 60067. |
| 1428 | Santa Fe Pipe Line Co., 1200 Thompson Bldg., 5th & Boston Sts., Tulsa, OK 74103. |
| 1369 | Shamrock Pipe Line Corp., P.O. Box 631, Amarillo, TX 79173. |
| 1326 | Shell Pipe Line Corp., P.O. Box 2648, Houston, TX 77001. |
| 1402 | Skelly Pipe Line Co., 1437 South Boulder, Tulsa, OK 74101. |
| 1335 | Sohio Pipe Line Co., P.O. Box 5774, Cleveland, OH 44101. |
| 1424 | Southcap Pipe Line Co., 200 East Golf Road, Palatine, IL 60067. |

Valuation Docket No.

1393 Southern Pacific Pipe Lines, Inc., 610 S. Main St., Los Angeles, CA 90014.
1370 Sun Oil Line Co. of Michigan, P.O. Box 2039, Tulsa, OK 74102.
1315 Sun Pipe Line Co., P.O. Box 2039, Tulsa, OK 74120.
1386 Tecumseh Pipe Line Co., P.O. Box 308, Independence, KS 67301.
1300 Texaco-Cities Service Pipe Line Co., P.O. Box 52332, Houston, TX 77052.
1408 Texas Eastern Transmission Corp. (Little Big Inch Division), P.O. Box 2521, Houston, TX 77001.
1293 Texas-New Mexico Pipe Line Co., P.O. Box 52332, Houston, TX 77052.
1330 The Texas Pipe Line Co., P.O. Box 52332, Houston, TX 77052.
1379 Trans Mountain Pipe Line Co., Ltd., 400 East Broadway, Vancouver, British Columbia, Canada V5T1X2.
1412 Trans Ohio Pipeline Co., P.O. Box 2521, Houston, TX 77001.
1432 UCAR Pipeline Incorporated, P.O. Box 22146, Houston, TX 77027.
1388 West Emerald Pipe Line Corp., P.O. Box 631, Amarillo, TX 79173.
1396 West Shore Pipe Line Co., 200 East Randolph Drive, Chicago, IL 60601.
1362 West Texas Gulf Pipe Line Co., P.O. Drawer 2100, Houston, TX 77001.
1421 White Shoal Pipeline Corp., Kerr-McGee Center, Oklahoma City, OK 73102.
1423 Williams Pipe Line Company, P.O. Drawer 3448, Tulsa, OK 74101.
1377 Wolverine Pipe Line Co., P.O. Box 900, Dallas, TX 75221.
1355 Wyco Pipe Line Co., 200 East Randolph Drive, Chicago, IL 60601.
1373 Yellowstone Pipe Line Co., P.O. Drawer 1267, Ponco City, OK 74601.

BASIC REPORTS

1434 Black Mesa Pipeline, Inc., 610 South Main St., Los Angeles, CA 90014 (1972).
1435 Kiantone Pipeline Corp., P.O. Box 780, Warren, PA 16365 (1972).
1436 Gulf Central Pipeline Co., 1200 Thompson Bldg., 5th and Boston St., Tulsa, OK 74103 (1970).
1437 Powder River Corp., 1157 Adams Building, Bartlesville, OK 74004 (1972).

On or before August 11. 1975, persons other than those specifically designated in section 19a(h) of the Interstate Commerce Act having an interest in the valuation of any carrier named above may, pursuant to rule 72 of the Commission's "General Rules of Practice" (49 CFR 1100.72), file an original and three copies of a petition for leave to intervene and, if granted, thus to come within the category of "additional parties as the Commission may prescribe" under section 19a(h) of the act, thereby enabling the party to file a protest. Blanket petition to intervene in all or several of these proceedings is not permissible. Individual petitions to intervene must be filed with respect to each valuation in which participation is sought. It is also required that a copy of the petition to intervene be served at the address shown above upon the carrier whose property is the subject of the tentative valuation and that an appropriate certificate of service be attached to the petition. Persons specifically designated in section 19a(h) of the act need not file a petition; they are entitled to file protest as a matter of right under the statute.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.75-17962 Filed 7-9-75;8:45 am]

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[Notice No. 74]

## MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JULY 2, 1975.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67, (49 CFR Part 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTORS CARRIERS OF PROPERTY

No. MC 531 (Sub-No. 314TA), filed June 23, 1975. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. 77021. Applicant's representative: Wray E. Hughes (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic liquors*, in bulk, in tank vehicles, from Bardstown, Ky., to Portland, Oreg., for 180 days. Supporting shipper: Crown Custom, Ltd., 16444 Southwest 72d Ave., Portland, Oreg. 97223. Send protests to: John F. Mensing, District Supervisor, Interstate Commerce Commission, 515 Rusk, Room 8610 Federal Bldg., Houston, Tex. 77002.

No. MC 25798 (Sub-No. 274TA), filed June 24, 1975. Applicant: Clay Hyder Trucking Lines, Inc., Post Office Box 1186, Auburndale, FL. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats and meat products* from the facilities and storage facilities of Kaplan Industries, Inc., located at or near Bartow, Florida, to points in Georgia, South Carolina, North Carolina, Virginia, Delaware, Maryland, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Tennessee, West Virginia, and the District of Columbia. There is no environmental impact involved in this application. (For 180 days) Supporting shippers: Kaplan Industries, Inc. U.S. Highway 17 South Bartow, FL 33830. Send protests to: District Supervisor Joseph B. Teichert Interstate Commerce Commission-BOp Monterey Building, Suite 101 8410 Northwest 53d Terrace, Miami, FL. 33166.

No. MC 56967 (Sub-No. 3TA) (Correction) filed June 16, 1975, published in the FEDERAL REGISTER issue of June 30, 1975, and republished as corrected this issue. Applicant: GLENN-DOR PRODUCTS CORP., P.O. Box J, South Fallsburg, N.Y. 12779. Applicant's representative: Norman M. Pinsky, 345 South Warren St., Syracuse, N.Y. 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buttermilk* and sour cream, in containers, in mixed loads with regulated *dairy products*, in vehicles refrigerated with mechanical refrigeration, between Friendship, N.Y., on the one hand, and, on the other, New York, N.Y., and points in New Jersey within 25 miles of New York City, for 90 days. Supporting shipper: Friendship Dairies, Inc., and Friendship Food Products, Inc., Friendship, N.Y., 4900 Maspeth Ave., Maspeth, N.Y. Send protests to: Robert A. Radler, District Supervisor, 518 Federal Bldg., Albany, N.Y. 12207. The purpose of this republication is to correct the sub number, which was previously published in error.

No. MC 75192 (Sub-No. 1TA), filed June 25, 1975. Applicant: Charles T. Brown Truck Lines, Incorporated, 1208 Buff St., Greensboro, N.C. 27406. Applicant's representative: Charles T. Brown, 1208 Buff St., Greensboro, N.C. 27406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Structural iron and steel* for buildings and bridges. No compensation for return, From Greensboro, N.C., throughout State of Georgia. (For 180 days) Supporting shippers: Carolina Steel Corp. P.O. Drawer 20888 Greensboro, N.C. 27402. Send protests to: Archie W. Andrews, Dist. Supvr. Bureau of Operations, ICC P.O. Box 26896 Raleigh, N.C. 27611.

No. MC 114211 (Sub-No. 247TA), filed June 20, 1975. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Charles W. Singer, 327 South La Salle Street, Chicago, Illinois 60604. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting. (1) *Agricultural machinery and equipment* and (2) *accessories, parts, and supplies* for (1) when moving in mixed loads with such commodities from Broomfield, Colorado, to points in North Dakota, South Dakota, Minnesota, Wisconsin,

Nebraska, Iowa, Kansas, Missouri, Arkansas, Oklahoma, Texas, and Louisiana. (For 180 days) Supporting shippers: Sperry New Holland Division Sperry Rand Corporation New Holland, Pennsylvania 17557. Send protests to: Herbert W. Allen, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 121607 (Sub-No. 4TA), filed June 23, 1975. Applicant: COLUMBIA-PACIFIC TRANSPORT CO., 206 North Gum Street, Kennewick, Washington 99336. Applicant's representative: George R. LaBissoniere, Attorney, 1100 Norton Building, Seattle, Washington 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery*, commodities which because of their size or weight require the use of special equipment. Between points in Benton, Franklin, Walla Walla, Asotin, Columbia, Adams, Grant, Garfield, Whitman, Douglas, Lincoln and Chelan Counties, and between said counties on the one hand, and points in Oregon, Idaho, Montana, and California on the other hand. (For 180 days) Supporting shippers: This application is supported by more than 15 letters of support. The letters may be inspected at the Interstate Commerce Commission office in Washington, D.C. 20423 or at the Seattle office. Send protests to: L. D. Boone, Transportation Specialist Bureau of Operations, I.C.C. 858 Federal Building, 915 Second Avenue Seattle, WA. 98174.

No. MC 128320 (Sub-No. 8TA), filed June 24, 1975. Applicant: ART QUIRING, 118½ West Fourth St., Grand Island, Nebr. 68801. Applicant's representative: Patrick E. Quinn, Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Candy, cookies, nuts, confectioneries, beverage preparations, and related commodities*, from Moline, Ill., to points in Connecticut, Vermont, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia; (2) *commodities named in (1) above, and materials, equipment, and supplies used* in the manufacturing, production, and distribution of the commodities named in (1) above, from points in the destination states named in (1) above to Moline, Ill. Restrictions: Restricted against the transportation of commodities in bulk, further restricted to a transportation service to be performed under a continuing contract or contracts with Fresh Pak Candy Co., for 180 days. Supporting shipper: Isadore Friedman, President, Fresh Pak Candy Company, 2519 4th Ave., Moline, Ill. 61265. Send protests to: Max H. Johnston, District Supervisor, 320 Federal Bldg., and U.S. Court House, Lincoln, Nebr. 68508.

No. MC 134979 (Sub-No. 6TA), filed June 29, 1975. Applicant: DAGGETT TRUCK LINE, INC., Frazee, Minn. 56544. Applicant's representative: James B. Hovland, 425 Gate City Bldg., Fargo, N. Dak. 58102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pet foods* (except commodities in bulk, in tank vehicles), from the plantsite and facilities of Tuffy's Division of Star-Kist Foods, Inc., at or near Perham, Minn., to points in Washington, Oregon, California, Texas, and Ohio, for 180 days. Supporting shipper: Tuffy's Division of Star-Kist Foods, Inc., P.O. Box 190, Perham, Minn. 56573. Send protests to: J. H. Ambs, District Supervisor, Bureau of Operations, Interstate Commerce Commission, P.O. Box 2340, Fargo, N. Dak. 58102.

No. MC 138148 (Sub-No. 5TA), filed June 24, 1975. Applicant: JOSEPH J. SCHMIDT, 7499 Montevideo Court, Jessup, Md. 20794. Applicant's representative: Clyde E. Herring, 1329 E St. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Beer and malt beverages and* (2) *empty beer and malt beverages containers* on return, (1) from Fort Wayne, Ind., to Baltimore City, Md., and Washington, D.C., and (2) from Baltimore City, Md., and Washington, D.C., to Fort Wayne, Ind., for 180 days. Supporting shippers: Robert B. Lucas, Luke's Distributing Company, 425 L St. NW., Washington, D.C. 20001, Jack Sobel, President, Beverage Distributing Co., of Md., 3001 Cowan Ave., Baltimore, Md. 21223. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, 814-B Federal Bldg., Baltimore, Md. 21201.

No. MC 138274 (Sub-No. 18TA), filed June 18, 1975. Applicant: Shippers Best Express, Inc., 2151 North Redwood Road, Salt Lake City, Utah 84116. Applicant's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides, meat, inedible meat, frozen and tallow*, from the plant site of C. U. I. International near Boise, Idaho to points in California; Oregon; and Washington; Sparks, Nevada; Crete, Nebraska; Jefferson City, Missouri; Laredo, Texas; Denver, Colorado; and Milwaukee, Wisconsin, (For 180 days) Supporting shippers: Colorado/Utah/ Idaho/ International P.O. Box No. 5485 Boise, Idaho 83705 (R. L. Harnes) Manager) Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission Bureau of Operations, 5301 Federal Building 125 South State Street, Salt Lake City, Utah. 84138.

No. MC 138936 (Sub-No. 3TA), filed June 24, 1975. Applicant: Donald F. Owens, d/b/a FLUFF FREIGHT, 2504 South 8th Street, Manitowoc, Wisconsin 54220. Applicant's representative: Thomas A. Weir, 761 North Forest Road, Suite B, Buffalo, New York 14221. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Empty plastic bottles, fibreboard cartons*, set up or knocked down, plastic pallets, flakes, granules, and/or chips, and wooden pallets between Port Clinton, Ohio, on the one hand, and, Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin on the other hand. (For 180 days) Supporting shippers: Aim Packaging Division of U.S. Industries, Inc., P.O. Box 278, Erie Industrial Park, Port Clinton, Ohio 43452 (E. A. Stevens). Send protests to: John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wisconsin 53203.

No. MC 139163 (Sub-No. 2TA), filed June 24, 1975. Applicant: ELECTRONIC RIGGERS OF FLORIDA, INC., 1256 La Quinta Drive, Orlando, Fla. 32809. Applicant's representative: M. Craig Massey, 202 East Walnut St., P.O. Drawer J, Lakeland, Fla. 33802. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Copying machines, and parts, materials, and supplies* used in the manufacture, installation, or sale of such commodities, between Atlanta, Ga. and its commercial zone, on the one hand, and points in Alabama, North Carolina, South Carolina and Tennessee, on the other, for 180 days. Supporting shipper: Xerox Corporation, 3636 McKinney Ave., Dallas, Tex. 75204. Send protests to: G. H. Fauss, Jr., District Supervisor, Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay St., Jacksonville, Fla. 32202.

No. MC 139485 (Sub-No. 2TA), filed June 24, 1975. Applicant: Charles E. Richardson, d.b.a. C. E. Richardson Transportation, 935 North Sunflower Avenue, Covina, CA 91724. Applicant's representative: David P. Christianson (Knapp, Stevens, Grossman, & Marsh), 606 South Olive Street, Suite 825, Los Angeles, CA 90014, (213) 627-8471. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automobile tires and tubes* from Findlay, Ohio to Kings Beach, Vacaville, and San Jose, California. Supporting shippers: Hercules Tire of Northern California, Inc., P.O. Box 1055, Kings Beach, CA 95719. Send protests to: Transportation Assistant Mildred I. Price, Interstate Commerce Commission, Room 1321, Federal Building, 300 North Los Angeles Street, Los Angeles, CA 90012.

No. MC 140484 (Sub-No. 4TA), filed June 23, 1975. Applicant: Lester Coggins Trucking, Inc., Post Office Box 69, Fort Myers, FL. 33902. Applicant's representative: Lester A. Coggins, Sr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electric motors, electric welders, and parts and accessories thereof, welding supplies and hand truck parts* from the facilities of The

Lincoln Electric Company located in Cuyahoga and Lake Counties, Ohio, to points in Arizona, California, Colorado, Idaho, Montana, Nebraska, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming, Louisiana, Texas, North Dakota, South Dakota, and Oklahoma. (For 180 days.) Supporting shippers: The Lincoln Electric Company, 22801 St. Clair, Cleveland, OH 44117. Send protests to: District Supervisor Joseph B. Teichert, Interstate Commerce Commission, BOp Monterey Building, Suite 101, 8410 NW. 53rd Terrace, Miami, FL 33166.

No. MC 140549 (Sub-No. 2TA), filed June 19, 1975. Applicant: Fritz Trucking, Inc., Highway 7 East, Clara City, Minnesota 56222. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis, Minnesota 55403. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients,* on or in vehicles with auger equipment, from Gluek and Montevideo, Minnesota, to points in North Dakota and South Dakota. (For 180 days.) Supporting shippers: Cargill, Inc., Gluek, Minnesota 56261. Murphy Products Company, Inc., 124 S. Dodge St., Burlington, Wisconsin 53105. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Building & U.S. Court House, 110 S. 4th St., Minneapolis, MN 55401.

No. MC 140677 (Sub-No. 4TA), filed June 24, 1975. Applicant: JOHN T. BREWER, JOHN R. BREWER, AND LEWIS L. BREWER, doing business as BREWER TRUCKING, 1603 East Tallent, Rapid City, S. Dak. 57701. Applicant's representative: J. Maurice Andren, 1734 Sheridan Lake Road, Rapid City, S. Dak. 57701. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients,* from points in Butte, Custer, Fall River, Lawrence, Meade, and Pennington Counties, S. Dak., to points in Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, North Dakota, Ohio, Oklahoma, Utah, Wisconsin, and Wyoming, for 180 days. Supporting shipper: Aby's Feed & Seed, Inc., 410 5th St., Rapid City, S. Dak. 57701. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Bldg., Pierre, S. Dak. 57501.

No. MC 141003 (Sub-No. 1TA), filed June 24, 1975. Applicant: Oren Smith, Jr., R.D. #2, Box 270, Uniontown, Pennsylvania 15401. Applicant's representative: Marshall Kragen, Attorney, Ames, Hill & Ames, 666 Eleventh St. NW., Washington, D.C. 20001. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Coal,* From Grays Landing, German Township, Fayette Co., Pennsylvania To: Bellaire, Ohio. (For 180 days.) Supporting shippers: (1) Utilities Fuel Co. Uniontown, Pa. (2) Gallatin Fuel, Inc. Uniontown, Pa. Send protests to: Joseph A. Niggemyer, District Supervisor, Bureau of Operations, I.C.C., 416 Old Post Office Building, Wheeling, WV 26003.

No. MC 141028 (Sub-No. 1TA), filed June 23, 1975. Applicant: EARL A. HAZEN, Route 2, Box 102, Prosser, Wash. 99350. Applicant's representative: Charles C. Flower, 303 East D. St., Yakima, Wash. 98901. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lime sludge,* in bulk, from Zillah, Toppenish, and Buena, Wash., to Sublimity, Oreg., for 180 days. Supporting shipper: Soil Conditioners, Inc., P.O. Box 206, Zillah, Wash. 98953. Send protests to: L. D. Boone, Transportation Specialist, Bureau of Operations, Interstate Commerce Commission, 858 Federal Bldg., 915 Second Ave., Seattle, Wash. 98174.

No. MC 141071 (Sub-No. 1TA), filed June 23, 1975. Applicant: Laraneta Trucking Company, Inc., 870 W. 9th Street, San Pedro, CA 90731. Applicant's representative: William J. Monheim, 15942 Whittier Blvd., Suite 106, (P.O. Box 1756), Whittier, CA 90609, (213) 943–8536. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Pet food and canned tuna* from Terminal Island, CA, to points in Oregon and Washington. (For 180 days.) Supporting shippers: Star-Kist Foods, Inc., 582 Tuna Street, Terminal Island, CA 90731 Send protests to: Transportation Assistant, Mildred I. Price, Interstate Commerce Commission, Room 1321, Federal Building, 300 North Los Angeles Street, Los Angeles, CA 90012.

No. MC 141073 TA, filed June 23, 1975. Applicant: Triple H Truck Company, Inc., Box 34, White Plains, Ky. 42464. Applicant's representative: Mr. Rudy Yessin, Attorney at Law, 314 Wilkinson St., Frankfort, Ky. 40601. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Coal,* from points in Hopkins County, Kentucky, on the one hand, to points in Hopkins, Webster, Daviess, McCracken, and Henderson Counties, Kentucky, and Vanderburg County, Indiana, on the other hand. (For 180 days.) Supporting shippers: Mr. Charles R. Savidge, President, South Hopkins Coal Company, P.O. Box 554, Madisonville, Ky. 42431. Send protests to: Elbert Brown, Jr., District Supervisor, Bureau of Operations, Interstate Commerce Commission, 426 Post Office Building, Louisville, Kentucky 40202.

APPLICATION OF PASSENGERS

No. MC 140999 (Sub-No. 1TA), filed June 20, 1975. Applicant: YOUR PLEASURE, INC., 6659 Industrial Loop, Greendale, Wis. 53129. Applicant's representative: Ray A. Gulan (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* in round-trip charter operations, over irregular routes, and restricted to the "Club Coach" equipped with lounge type seating, tables, grill for serving meals, beverage center, rest room, air conditioning, stereo, color TV, carpeted interior, luggage compartments, stewardess and/or host, etc. round-trip from Milwaukee County, Wis., to points in Illinois and restricted to the "Club Coach" equipped with lounge seats, completely carpeted ceiling to floor, food and beverage preparation facilities, rest room, air conditioning, stereo, color TV, baggage compartments, tables, stewardess and/or host, for 180 days. Supporting shippers: United Airlines, 140 W. Wisconsin Ave., Milwaukee, Wis. 53202. North American Plastic Division, 3250 N. 126th St., Brookfield, Wis. Humphrey Chevrolet Co., Inc., 6134 S. 38th, Greenfield, Wis. 53221. Broan Manufacturing, Milwaukee, Wis. Send protests to: John E. Ryden, Interstate Commerce Commission, Bureau of Operations, 135 West Wells St., Room 807, Milwaukee, Wis. 53205.

By the Commission.

[SEAL] JOSEPH M. HARRINGTON, *Acting Secretary.*

[FR Doc.75–17961 Filed 7–9–75;8:45 am]

## IRREGULAR-ROUTE MOTOR COMMON CARRIERS OF PROPERTY

### Elimination of Gateway Letter Notices

JULY 7, 1975.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commssion's Gateway Elimination Rules (49 CFR 1065), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission on or before July 21, 1975. A copy must also be served upon applicant or its representative. Protests against the elimination of a gateway will *not* operate to stay commencement of the proposed operation.

Successively filed letter-notices of the same carrier under these rules will be numbered consecutively for convenience in identification. Protests, if any, must refer to such letter-notices by number.

No MC 113843 (Sub-No. E1022), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods,* from Hanover, Pa., to those points in Minnesota on and west of a line beginning at the Mississippi River, and extending along U.S. Highway 61 to junction Minnesota Highway 42, thence along Minnesota Highway 42 to Eyota, thence along unnumbered highway to junction U.S.

Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 16, thence along U.S. Highway 16 to junction Minnesota Highway 139, thence along Minnesota Highway 139 to the Minnesota-Iowa State line. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC 11343 (Sub-E1029), filed December 2, 1974. Applicant: REFRIGERATED OOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to those points in Iowa on and west of U.S. Highway 69. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC 113843 (Sub E1030), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from North Brunswick, N.J., to points in Iowa and Wisconsin. The purpose of this filing is to eliminate the gateway of LeRoy, N.Y.

No. MC 113843 (Sub E1031), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to points in Colorado. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC 113843 (Sub E1033), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to those points in New Hampshire on and north of New Hampshire Highway 11. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC 113843 (Sub E1034), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to those points in Vermont on and north of U.S. Highway 4. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC 113843 (Sub E1035), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from points in Connecticut, Massachusetts, and Rhode Island, to points in Minnesota. The purpose of this filing is to eliminate the gateway of Brockport, N.Y.

No. MC 113843 (Sub E1039), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to those points in Kansas on and west of U.S. Highway 81. The purpose of this filing is to eliminate the gateway of Dundee, N.Y.

No. MC 113843 (Sub E1040), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer St., Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods,* from Hanover, Pa., to Calais, Maine, and points in Aroostock County, Maine. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC 113843 (Sub E1041), filed December 2, 1974. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer St., Boston, Massachusetts 02210. Applicant's representative: Lawrence T. Sheils (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods* from Hanover, Pa., to those points in the upper peninsula of Michigan on and west of a line beginning at the Michigan-Wisconsin State line and extending along U.S. Highway 45 to junction Michigan Highway 26, to Lake Superior. The purpose of this filing is to eliminate the gateway of Elmira, N.Y.

No. MC 119777 (Sub-No. E88), filed April 23, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer L, Madisonville, Ky. 42431. Applicant's representative: Jean Holmes (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber;*

(1) Between points in Alabama, on the one hand, and, on the other, points in Alaska, Idaho, Iowa, Michigan, Minnesota, Montana, North Dakota, Oregon, South Dakota, Washington, Wisconsin, and Wyoming;

(2) Between points in Alaska, on one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia;

(3) Between points in Arizona, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia;

(4) Between points in Arkansas, on the one hand, and, on the other, points in Alaska, Connecticut, Delaware, District of Columbia, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont;

(5) Between points in California, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(6) Between points in Colorado, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Indiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(7) Between points in Connecticut, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(8) Between points in Delaware, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(9) Between points in the District of Columbia, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(10) Between points in Florida, on the one hand, and, on the other, points in Alaska, Idaho, Iowa, Michigan, Minnesota, Montana, Nebraska, North Dakota, Oregon, South Dakota, Washington, Wisconsin, and Wyoming;

(11) Between points in Georgia, on the one hand, and on the other points in Alaska, Idaho, Iowa, Minnesota, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming;

(12) Between points in Idaho, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, In-

diana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia;

(13) Between points in Illinois, on the one hand, and, on the other, points in Alaska, Connecticut, Delaware, District of Columbia, Maine, New Hampshire, and Rhode Island;

(14) Between points in Indiana, on the one hand, and, on the other, points in Alaska, Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Utah, and Washington;

(15) Between points in Iowa, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, North Carolina, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(16) Between points in Kansas, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia;

(17) Between points in Kentucky, on the one hand, and, on the other, points in Alaska, Arizona, California, Idaho, Minnesota, Montana, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming;

(18) Between points in Louisiana, on the one hand, and, on the other, points in Alaska, Connecticut, Maine, Massachusetts, Michigan, New Hampshire, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin;

(19) Between points in Maine, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(20) Between points in Maryland, on the one hand, and, on the other, points in Alaska, Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(21) Between points in Massachusetts, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming;

(22) Between points in Michigan, on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Louisiana, and Mississippi;

(23) Between points in Minnesota, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, North Carolina, Rhode Island, South Carolina, Tennessee, Vermont, and Virginia;

(24) Between points in Mississippi, on the one hand, and, on the other, points in Alaska, Connecticut, Maine, Massachusetts, Michigan, Montana, New Hampshire, New York, North Dakota, Oregon, Rhode Island, Vermont, Washington, and Wisconsin;

(25) Between points in Missouri, on the one hand, and, on the other, points in Alaska, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont;

(26) Between points in Montana, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tnnessee, Vermont, Virginia, and West Virginia;

(27) Between points in Nebraska, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(28) Between points in Nevada, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(29) Between points in New Hampshire, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(30) Between points in New Jersey, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(31) Between points in New Mexico, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Indiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia;

(32) Between points in New York, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Kansas, Louisiana, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming;

(33) Between points in North Carolina, on the one hand, and, on the other, points in Alaska, Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming;

(34) Between points in North Dakota, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia;

(35) Between points in Ohio, on the one hand, and, on the other, points in Alaska, Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming;

(36) Between points in Oklahoma, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Vermont;

(37) Between points in Oregon, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia;

(38) Between points in Pennsylvania, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Kansas, Louisiana, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming;

(39) Between points in Rhode Island, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(40) Between points in South Carolina, on the one hand, and, on the other, points in Alaska, California, Colorado, Idaho, Iowa, Minnesota, Montana, Nebraska Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming;

(41) Between points in South Dakota, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(42) Between points in Tennessee, on the one hand, and, on the other, points in Alaska, Idaho, Minnesota, Montana,

North Dakota, Oregon, Washington, and Wisconsin;

(43) Between points in Texas, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Vermont;

(44) Between points in Utah, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(45) Between points in Vermont, on the one hand, and, on the other, points in Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming;

(46) Between points in Virginia, on the one hand, and, on the other, points in Alaska, Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming;

(47) Between points in Washington, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia;

(48) Between points in West Virginia, on the one hand, and, on the other points in Alaska, Arizona, California, Colorado, Idaho, Iowa, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington and Wyoming;

(49) Between points in Wisconsin, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Louisiana, Maine, Maryland, Mississippi, New Hampshire, New Jersey, North Carolina, Rhode Island, South Carolina, Tennessee, Vermont, Virginia;

(50) Between points in Wyoming, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia;

(51) (a) Between points in Alabama on, north and east of a line beginning at the Alabama-Tennessee state line, thence, extending along AL Hwy 17 to jct. AL Hwy 157, thence south on AL Hwy 157 to jct. I-Hwy 65, thence along I-Hwy 65 to the jct. of U.S. Hwy 280, thence south and east on U.S. Hwy 280 to the Alabama-Georgia state line, on the one hand, and, on the other, (A) points in Arizona on and north of a line commencing at the Arizona-New Mexico state line, thence west on U.S. Hwy 160 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of U.S. Hwy Alt. 89, thence along U.S. Hwy Alt. 89 to the Arizona-Utah State line, (B) points in Arizona north and west of a line beginning at the Arizona-Utah state line, on U.S. Hwy 91, thence south on U.S. Hwy 91 to the jct. of Interstate Hwy 15, thence west on I-15 to the Arizona-Nevada state line and (C) points in Arizona on and west of a line commencing at the Arizona-Nevada state line on U.S. Hwy 93, thence south on U.S. Hwy 93 to the jct. of U.S. Hwy 66, thence south and west on U.S. Hwy 66 to the Arizona-California state line;

(51) (b) Between points in Alabama, on the one hand, and, on the other, points in California, on and north of a line commencing at the California-Nevada state line, thence west on U.S. Hwy 50 to the jct. of CA ST. Hwy 49, thence south on CA St. Hwy 49 to the jct. of CA St. Hwy 16, thence west on CA St. Hwy 16 to the jct. of CA St. Hwy 124, thence south on CA St. Hwy 124 to the jct. of CA St. Hwy 88, thence south on CA St. Hwy 88 to the jct. of CA St. Hwy 12, thence west on CA St. Hwy 12 to the jct. of I–80, thence south on I–80 to the jct. of CA St. Hwy 37, thence west on CA St. Hwy 37 to the jct. of U.S. Hwy 101, thence south on U.S. Hwy 101 to the terminus of San Francisco at the Pacific Ocean;

(51) (c) Between points in Alabama, on and east of a line commencing at the Tennessee-Alabama state line, thence south on AL St. Hwy 17 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the jct. of AL St. Hwy 157, thence south on AL St. Hwy 157 to the jct. of I–65, thence south on I–65 to the jct. of AL St. Hwy 97, thence south on AL St. Hwy 97 to the jct. of U.S. Hwy 331, thence south on U.S. Hwy 331 to the Alabama-Florida state line, on the one hand, and, on the other, points in Colorado, on and north of a line commencing at the Utah-Colorado state line, thence south on U.S. Hwy 666 to the jct. of U.S. Hwy 160, thence east on U.S. Hwy 160 to the jct. of U.S. Hwy 550, thence north on U.S. Hwy 550 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of I–25, thence north on I–25 to the jct. of CO St. Hwy 94, thence east on CO St. Hwy 94 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Colorado-Kansas state line;

(51) (d) Between points in Alabama on, north and west of a line commencing at the Alabama-Mississippi state line, thence east on U.S. Hwy 84 to the jct. of U.S. Hwy 43, thence north on U.S. Hwy 43 to the jct. of AL St. Hwy 14, thence north on AL St. Hwy 14 to the jct. of AL St. Hwy 17, thence north on AL St. Hwy 17 to the jct. of AL St. Hwy 96, thence north on AL St. Hwy 96 to the jct. of U.S. Hwy 43, thence north on U.S. Hwy 43 to the jct. of U.S. Hwy 78, thence east on U.S. Hwy 78 to the jct. of AL St. Hwy 129, thence north on AL St. Hwy 129 to the jct. of U.S. Hwy 278, thence east on U.S. Hwy 278 to the jct. of AL St. Hwy 33, thence north on AL St. Hwy 33 to the jct. of AL St. Hwy 24, thence east on AL St. Hwy 24 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the Alabama-Tennessee state line, on the one hand, and, on the other, points in Connecticut on, north and east of a line commencing at the New York-Connecticut state line, thence east on Conn. Hwy 4 to the jct. of Conn. Hwy 25, thence east on Conn. Hwy 25 to the jct. of U.S. Hwy 44, thence east on U.S. Hwy 44 to the jct. of Conn. Hwy 99, thence south on Conn. Hwy 99 to the jct. of Conn. Hwy 9, thence east on Conn. Hwy 9 to the Atlantic Ocean;

(51) (e) Between points in Alabama, on the one hand, and, on the other, points in Illinois, on and north of a line commencing at the Illinois-Indiana state line, thence west on U.S. Hwy 40 to the jct. of IL St. Hwy 130, thence north on IL St. Hwy 130 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to the jct. of IL St. Hwy 29, thence north on IL St. Hwy 29 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL St. Hwy 78, thence north on IL St. Hwy 78 to the jct. of IL St. Hwy 99, thence north on IL St. Hwy 99 to the jct. of U.S. Hwy 24, thence west on U.S. Hwy 24 to the jct. of IL St. Hwy 94, thence north on IL St. Hwy 94 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the Illinois-Missouri state line;

(51) (f) Between points in Alabama, on the one hand, and, on the other, points in Indiana on, north and west of a line commencing at the Illinois-Indiana state line, thence east on IN St. Hwy 154 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 48, thence east on IN ST. Hwy 48 to the jct. of IN St. Hwy 59, thence north on IN ST. Hwy 59 to the jct. of IN St. Hwy 246, thence east on IN St. Hwy 246 to the jct. of IN St. Hwy 46, thence east on IN ST. Hwy 46 to the jct. of U.S. Hwy 231, thence north on U.S. Hwy 231 to the jct. of I–70, thence east on I–70 to the jct. of IN st. Hwy 267, thence north on IN ST. Hwy 267 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of I–465, thence north on I–465 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the Indiana-Ohio state line;

(51) (g) Between points in Alabama, on the one hand, and, on the other, points in Kansas on, north and west of a line commencing at the Kansas-Nebraska state line, thence south on KS St. Hwy 25 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the Kansas-Colorado state line;

(51) (h) Between points in Alabama, on and west of a line commencing at the Alabama-Tennessee state line, thence south on U.S. Hwy 231 to the jct. of AL St. Hwy 79, thence south on AL St. Hwy 79 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of AL St. Hwy 22, thence South on AL St. Hwy 22 to the jct. of AL St. Hwy 41, thence south on AL

St. Hwy 41 to the jct. of AL St. Hwy 10, thence northwest on AL St. Hwy 10 to the jct. of AL St. Hwy 5, thence southwest on AL St. Hwy 5 to the jct. of U.S. Hwy 43, thence south on U.S. 43 to the terminus at Mobile, Alabama, on the one hand, and, on the other, points in Maine;

(51) (i) Between points in Lauderdale County, Alabama, on and west of AL St. Hwy. 17, on the one hand, and, on the other, points in Allegany County, Maryland, on and north of U.S. Hwy 40;

(51) (j) Between points in Alabama on and west of a line commencing at the Alabama-Tennessee state line, thence south on U.S. Hwy 231 to the jct. of AL St. Hwy 69, thence south on AL St. Hwy 69 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the terminus at Mobile, Alabama, on the one hand, and, on the other, points in Massachusetts;

(51) (k) Between points in Alabama on and east of a line commencing at the Alabama-Tennessee state line, thence south on Interstate 65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of I–65, thence south on I–65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of I–65, thence south on I–65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of AL St. Hwy 25, thence south on AL St. Hwy 25 to the jct. of AL St. Hwy 5, thence south on AL St. Hwy 5 to the jct. of AL St. Hwy 28, thence south on AL St. Hwy 28 to the jct. of AL St. Hwy 45, thence south on AL St. Hwy 45 to the jct. of AL St. Hwy 83, thence south on AL St. Hwy 83 to the jct. of I–65, thence south on I–65 to the jct. of AL St. Hwy 21, thence south on AL St. Hwy 21 to the Florida-Alabama state line, on the one hand, and, on the other, points in Missouri, on and north of a line commencing at the Missouri-Illinois state line, thence west on U.S. Hwy 36, thence to the Missouri-Kansas state line;

(51) (l) Between points in Alabama, on the one hand, and, on the other, points in Nebraska on, north and west of a line commencing at Omaha, Nebraska, thence south and west on Interstate Hwy 80 to the jct. of Nebr. Hwy 14, thence south on Nebr. Hwy 14 to the Nebraska-Kansas state line;

(51) (m) Between points in Alabama on, north and east of a line commencing at the Alabama-Mississippi state line, thence east on U.S. Hwy 84 to the jct. of AL St. Hwy 17, thence south on AL St. Hwy 17 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the terminus at Mobile, Alabama, on the one hand, and, on the other, points in Nevada on, north and west of a line commencing at the Nevada-Utah state line, thence north on NV St. Hwy 73 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of NV St. Hwy 2, thence west on NV St. Hwy 2 to the jct. of NV St. Hwy 23, thence south on NV St. Hwy 23 to the jct. of U.S. Hwy 95, thence south on U.S. Hwy 95 to the jct. of NV St. Hwy 10, thence west on NV St. Hwy 10 to the jct. of U.S. Hwy 6, thence west on U.S. Hwy 6 to the Nevada-California state line.

(51) (n) Between points in Alabama, on and west of a line commencing at the Tennessee-Alabama state line, thence south on U.S. Hwy 231 to the jct. of AL St. Hwy 36, thence east on AL St. Hwy 36 to the jct. of I–65, thence south on I–65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of AL St. Hwy 69, thence south on AL St. Hwy 69 to the jct. of AL St. Hwy 14, thence east on AL St. Hwy 14 to the jct. of U.S. Hwy 80, thence west on U.S. Hwy 80 to the jct. of AL St. Hwy 5, thence south on AL St. Hwy 5 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the jct. of U.S. Hwy 98, thence east on U.S. Hwy 98 to the jct. of AL St. Hwy 59, thence south on AL St. Hwy 59 to Gulf Shores, Alabama, at the Gulf of Mexico, on the one hand, and, on the other, points in New Hampshire;

(51) (o) Between points in Alabama on, north and west of a line commencing at the Alabama-Mississippi state line, thence northeast on AL St. Hwy 96 to the jct. of U.S. Hwy 43, thence north on U.S. Hwy 43 to the jct. of U.S. Hwy 129, thence north on U.S. Hwy 129 to the jct. of AL St. Hwy 13, thence north on AL ST. Hwy 13 to the Alabama-Tennessee state line, on the one hand, and, on the other, points in New Jersey, on and north of a line commencing at the Pennsylvania-New Jersey state line, thence east on NJ St. Hwy 33 to the terminus at Asbury Park, New Jersey at the Atlantic Ocean;

(51) (p) Between points in Alabama on and east of a line commencing at the Tennessee-Alabama state line, thence south on U.S. Hwy 431 to the jct. of U.S. Hwy 78, thence east on U.S. Hwy 78 to the jct. of AL St. Hwy 46, thence southeast on AL St. Hwy 46 to the Alabama-Georgia state line, on the one hand, and, on the other, points in San Juan County, New Mexico;

(51) (q) Between points in Alabama on and west of a line commencing at the Alabama-Tennessee state line, thence south on U.S. Hwy 231 to the jct. of AL St. Hwy 79, thence south on AL St. Hwy 79 to the jct. of AL St. Hwy 119, thence south on AL St. Hwy 119 to the jct. of AL St. Hwy 22, thence south on AL St. Hwy 22 to the jct. of AL St. Hwy 41, thence south on AL St. Hwy 41 to the Alabama-Florida state line on the one hand, and, on the other, points in New York on, north and west of a line commencing at the New York-Pennsylvania state line, thence north on NY St. Hwy 14 to the jct. of NY St. Hwy 13, thence south on NY St. Hwy 13 to the jct. of NY St. Hwy 41, thence east on NY St. Hwy 41 to the jct. of NY St. Hwy 26, thence east on NY St. Hwy 26 to the jct. of NY St. Hwy 23, thence east on NY St. Hwy 23 to the jct. of NY St. Hwy 7, thence east on NY St. Hwy 7 to the jct. of NY St. Hwy 2, thence east on NY St. Hwy 2 to the New York-Massachusetts state line.

(51) (r) Between points in Alabama on and west of a line commencing at the Mississippi-Alabama state line, thence east on U.S. Hwy 278 to the jct. of U.S. Hwy 78, thence southeast on U.S. Hwy 78 to the jct. of I–65, thence south on I–65 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of AL St. Hwy 53, thence south on AL St. Hwy 53 to the Alabama-Florida state line, on the one hand, and, on the other, points in Ohio on and north of a line commencing at the Indiana-Ohio state line, thence south on OH St. Hwy 571 to the jct. of I–75, thence north on I–75 to the jct. of U.S. Hwy 30–N, thence east on U.S. Hwy 30–N to the jct. of OH St. Hwy 67, thence north on OH St. Hwy 67 to the jct. of U.S. Hwy 224, thence east on U.S. Hwy 224 to the jct. of I–76, thence east on I–76 to the jct. of I–80, thence east on I–80 to the jct. of U.S. Hwy 422, thence east on U.S. Hwy 422 to the Ohio-Pennsylvania state line.

(51) (s) Between points in Alabama on and north of a line commencing at the Alabama-Tennessee state line, thence south and east on AL St. Hwy 117, to the jct. of U.S. Hwy 72, thence north and east on U.S. Hwy 72 to the jct. Alabama-Tennessee state line, on the one hand, and, on the other, points in Oklahoma, on and west of a line commencing at the Oklahoma-Kansas state line, thence south on U.S. Hwy 54 to the Oklahoma-Texas state line.

(51) (t) Between points in Alabama, on and west of a line commencing at the Alabama-Tennessee state line, thence south on AL St. Hwy 17 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the terminus of Mobile, Alabama, on the one hand, and, on the other, points in Pennsylvania on and north of a line commencing at the Ohio-Pennsylvania state line, thence east on PA St. Hwy 68 to the jct. of PA St Hwy 60, thence south on PA St Hwy 60 to the jct. of PA St. Hwy 978, thence south on PA St. Hwy 978 to the jct. of U.S. Hwy 22, thence south on U.S. Hwy 22 to the jct. of U.S. Hwy 980, thence south on U.S. Hwy 980 to the jct. of I–79, thence south on I–79 to the jct. of U.S. Hwy 40, thence southeast on U.S. Hwy 40 to the jct. of U.S. Hwy 119, thence northeast on U.S. Hwy 119 to the jct. of PA St. Hwy 982, thence northeast on PA St. Hwy 982 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of PA St. Hwy 271, thence east on PA St. Hwy 271 to the jct. of PA St. Hwy 56, thence east on PA St. Hwy 56 to the jct. of U.S. Hwy 219, thence east on U.S. Hwy 219 to the jct. of PA St. Hwy 53, thence east on PA St. Hwy 53 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of U.S. Hwy 220, thence northeast on U.S. Hwy 220 to the jct. of U.S. Hwy 322, thence east on U.S. Hwy 322 to the jct. of PA St. Hwy 26, thence east on PA St. Hwy 26 to the jct. of PA St. Hwy 64, thence northeast on PA St. Hwy 64 to the jct. of U.S. Hwy 220, thence east and north on U.S. Hwy 220 to the New York-Pennsylvania state line.

(51) (u) Between points in Alabama on and west of a line commencing at the Alabama-Tennessee state line, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 72–A, thence west on U.S. Hwy 72–A to the jct. of AL St. Hwy 24, thence west on AL St. Hwy 24 to the jct. of AL St. Hwy 33, thence south on AL St. Hwy 33 to the jct. of AL St. Hwy 195, thence south on AL St. Hwy 195 to the jct. of AL St. Hwy 69, thence south on AL St. Hwy 69 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the terminus at

Mobile, Alabama, on the one hand, and, on the other, points in Rhode Island.

(51) (v) Between points in Alabama on, north and east of a line commencing at the Mississippi-Alabama state line on U.S. Hwy 78, thence east on U.S. Hwy 78 to the jct. of U.S. Hwy 278, thence east on U.S. Hwy 278 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the jct. of AL St. Hwy 18, thence east on AL St. Hwy 18 to the jct. of AL St. Hwy 69, thence north on AL St. Hwy 69 to the jct. of U.S. Hwy 78, thence east on U.S. Hwy 78 to the jct. of U.S. Hwy 11, thence south on U.S. Hwy 11 to the jct. of AL St. Hwy 5, thence south on AL St. Hwy 5 to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 of the jct of AL St. Hwy 53, thence south on AL St. Hwy 53 to the Alabama-Florida state line, on the one hand, and, on the other, points in Utah.

(51) (w) Between points in Alabama on and west of a line commencing at the Tennessee-Alabama state line, thence south on U.S. Hwy 231 to the jct of AL on U.S. Hwy 11 to the jct. of AL St. Hwy 5, thence south on AL St. Hwy 5 to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the jct. of AL St. Hwy 219, thence south on AL St. Hwy 219 to the jct. of AL St. Hwy 14, thence east on AL St. Hwy 14 to the jct. of AL St. Hwy 41, thence south on AL St. Hwy 41 to the jct. of AL St. Hwy 89, thence south on AL St. Hwy 89 to the jct. of AL St. Hwy 21, thence south on AL St. Hwy 21 to the jct. of AL St. Hwy 10, thence east on AL St. Hwy 10 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of AL St. Hwy 55, thence south on AL St. Hwy 55 to the jct. of U.S. Hwy 331, thence south on U.S. Hwy 331 to the Florida-Alabama state line, on the one hand, and, on the other, points in Vermont, on and north of a line commencing at the New York-Vermont state line, thence east on VT St. Hwy 9 to the jct. of U.S. Hwy 7, thence north on U.S. Hwy 7 to the jct. of VT St. Hwy 11, thence west on VT St. Hwy 11 to the jct. of VT St. Hwy 103, thence east on VT St. Hwy 103 to the Vermont-New Hampshire state line;

(51) (x) Between points in Alabama on and north of a line commencing at the Alabama-Tennessee state line, thence south on AL St. Hwy 117 to the jct. of U.S. Hwy 72, thence north on U.S. Hwy 72 to the Alabama-Tennessee state line, on the one hand, and, on the other, points in Texas on and north of a line commencing at the Texas-New Mexico state line, thence south on U.S. Hwy 87 to the jct. of U.S. Hwy 54, thence north on U.S. Hwy 54 to the Texas-Oklahoma state line;

(51) (y) Between points in Alabama, on and west of a line commencing at the Mississippi-Alabama state line, thence south on U.S. Hwy 78 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the jct. of AL St. Hwy 171, thence south on AL St. Hwy 171 to the jct. of AL St. Hwy 69, thence south on AL St. Hwy 69 to the jct. of AL St. Hwy 25, thence south on AL St. Hwy 25 to the jct. of U.S. Hwy 80, thence south on U.S. Hwy 80 to the jct. of AL St. Hwy 41, thence south on AL St. Hwy 41 to the jct. of AL St. Hwy 89, thence south on AL St. Hwy 89 to the jct. of AL St. Hwy 21, thence south on AL St. Hwy 21 to the jct. of AL St. Hwy 10, thence south on AL St. Hwy 10 to the jct. of U.S. Hwy 331, thence south on U.S. Hwy 331 to the Florida-Alabama state line, on the one hand, and, on the other, points in Hancock, Brooke, and Ohio Counties, West Virginia;

(52) (a) Between Littlefield, Arizona, on the one hand, and, on the other, points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR St. Hwy 135, thence south on AR St. Hwy 135 to the jct. of AR St. Hwy 25, thence east on AR St. Hwy 25 to the Arkansas-Missouri state line; and points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on AR St. Hwy 77, thence south on AR St. Hwy 77 to the jct. of AR St. Hwy 119, thence south on AR St. Hwy 119 to the jct. of AR St. Hwy 18, thence west on AR St. Hwy 18 to the jct. of AR St. Hwy 135, thence south on AR St. Hwy 135 to the jct. of AR St. Hwy 140, thence west on AR St. Hwy 140 to the jct. of U.S. Hwy 63, thence east on U.S. Hwy 63 to the jct. of I–55, thence east on I–55 to the Arkansas-Tennessee state line;

(52) (b) Between points in Arizona on, north and west of a line commencing at the Arizona-New Mexico state line on U.S. Hwy 160, thence southwest on U.S. Hwy 160 to the jct. of U.S. Hwy 89, thence south and west on U.S. Hwy 89 to the jct. of U.S. Hwy 66 at Flagstaff, Arizona, thence west on U.S. Hwy 66 to the Arizona-California state line, on the one hand, and, on the other, points in Florida on and east of a line commencing at the Florida-Georgia state line on U.S. Hwy 41, thence southeast on U.S. Hwy 41 to the jct. of U.S. Hwy 129, thence south on U.S. Hwy 129 to the jct. of FL St. Hwy 345, thence southwest on FL St. Hwy 345 to the jct. of FL St. Hwy 24, thence southwest on FL St. Hwy 24 to its terminus at Cedar Key, Florida;

(52) (c) (i) Between points in Arizona on, west and south of a line commencing at the Arizona-Utah state line on U.S. Hwy 89, thence south on U.S. Hwy 89 to the jct. of U.S. Hwy 66, thence east on U.S. Hwy 66 to the Arizona-New Mexico state line, on the one hand, and, on the other, points in Illinois on, east and south of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of IL St. Hwy 2, thence west on IL St. Hwy 2 to the jct. of IL St. Hwy 88, thence south on IL St. Hwy 88 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 140, thence west on IL St. Hwy 140 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Illinois-Missouri state line;

(52) (c) (ii) Between points in Arizona on and south of a line commencing at the Nevada-Arizona state line on U.S. Hwy 78, thence east on U.S. Hwy 78 to the jct. of U.S. Hwy 66, thence east on U.S. Hwy 66 to the jct. of AZ St. Hwy 87, thence south on AZ St. Hwy 87 to the jct. of AZ St. Hwy 260, thence east on AZ St. Hwy 260 to the jct. of AZ St. Hwy 277, thence east on AZ St. Hwy 277 to the jct. of AZ St. Hwy 77, thence south on AZ St. Hwy 77 to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the Arizona-New Mexico state line, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of IL St. Hwy 79, thence south on IL St. Hwy 79 to the jct. of IL St. Hwy 78, thence south on IL St. Hwy 78 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Illinois-Missouri state line;

(52) (c) (iii) Between points in Arizona, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of IL St. Hwy 2, thence west on IL St. Hwy 2 to the jct. of IL St. Hwy 88, thence south on IL St. Hwy 88 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 150, thence west on IL St. Hwy 150 to the Illinois-Missouri state line;

(52) (d) Between points in Arizona on and south of a line commencing at the Arizona-Nevada state line on U.S. Hwy 93, thence south on U.S. Hwy 93 to the jct. of U.S. Hwy 66, thence east on U.S. Hwy 66 to the jct. of U.S. Hwy 180, thence south and east on U.S. Hwy 180 to the Arizona-New Mexico state line, on the one hand, and, on the other, points in Iowa on and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy 61, thence north on U.S. Hwy 61 to, and including Dubuque, Iowa;

(52) (e) Between points in Arizona, on the one hand, and, on the other points in Michigan on, east and south of a line commencing at Lake Superior on MI St. Hwy 203, thence south on MI St. Hwy 203 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45, to the Michigan-Wisconsin state line;

(52) (f) Between points in Arizona on and west of a line commencing at the Arizona-California state line on U.S. Hwy 80, thence east and south on U.S. Hwy 80 to the jct. of U.S. Hwy 95, thence south on U.S. Hwy 95 to the United States-Mexican border, on the one hand, and, on the other, all points in Cook and Lake counties in Minnesota; and Duluth, Minnesota; and points in Minnesota on and east of a line commencing at Winona, Minnesota, thence south on U.S. Hwy 61 to the jct. of MN St. Hwy 26, thence south on MN St. Hwy 26 to the Minnesota-Iowa state line;

(52(g) Between Littlefield, Arizona, on the one hand, and, on the other, Corinth, Mississippi;

(52) (h) Between points in Arizona on and west of a line commencing at the Utah-Arizona state line on U.S. Hwy 89, thence south on U.S. Hwy 89 to the jct. of I–17, thence south on I–17 to the jct. of I–10, thence south on I–10 to the jct. of U.S. Hwy 89, thence south on U.S. Hwy 89 to the United States-Mexican border, on the one hand, and, on the other, points in Missouri on and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the Missouri-Kentucky state line;

(52) (i) Between points in Arizona on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 41–A, thence south and east on U.S. Hwy 41–A to the jct. of U.S. Hwy 41, thence south and east on U.S. Hwy 41 to the jct. of U.S. Hwy 72, thence southwest on U.S. Hwy 72 to the Tennessee-Alabama state line;

(52) (j) Between points in Arizona, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of WI St. Hwy 17, thence southwest on WI St. Hwy 17 to the jct. of U.S. Hwy 8, thence southwest on U.S. Hwy 8 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of WI St. Hwy 54, thence west on WI St. Hwy 54 to the jct. of WI St. Hwy 13, thence south on WI St. Hwy 13 to the jct. of U.S. Hwy 12, thence south on U.S. Hwy 12 to the jct. of WI St. Hwy 78, thence southwest on WI St. Hwy 78 to the Illinois-Wisconsin state line;

(53) (a) (i) Between points in Arkansas on and east of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy 65, thence north on U.S. Hwy 65 to the jct. of U.S. Hwy 79, thence north on U.S. Hwy 79 to the jct. of AR St. Hwy 15, thence north on AR. St. Hwy 15 to the jct. of AR St. Hwy 31, thence north on AR. St. Hwy 31 to the jct. of U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 167, thence north on U.S. Hwy 167 to the jct. of U.S. Hwy 63, thence north on U.S. Hwy 63 to the Arkansas-Missouri state line, on the one hand, and, on the other, points in California on and north of a line commencing at Eureka, California on U.S. Hwy 101, thence north on U.S. Hwy 101 to the jct. of CA St. Hwy 299, thence north on CA St. Hwy 299 to the jct. of U.S. Hwy 395, thence north on U.S. Hwy 395 to the California-Oregon state line;

(53) (a) (ii) (1) Between Warren, Arkansas, on the one hand, and, on the other, points in California on, west and north of a line commencing at the California-Oregon state line on U.S. Hwy 199, thence south on U.S. Hwy 199 to the jct. of U.S. Hwy 101, thence south on U.S. Hwy 101 to a terminus at Requa, California;

(53) (a) (ii) (2) Between Warren, Arkansas, on the one hand, and, on the other, points in California on Interstate-5 commencing at Hilts, California, thence north on I–5 to the California-Oregon state line;

(53) (a) (ii) (3) Between Warren, Arkansas, on the one hand, and, on the other, points in California commencing at, and including, Grass Lake, California on U.S. Hwy 97, thence north on U.S. Hwy 97 to the California-Oregon state line;

(53) (a) (ii) (4) Between Warren, Arkansas, on the one hand, and, on the other, points in California on and north of a line commencing at the California-Oregon state line on CA St. Hwy 139, thence south on CA St. Hwy 139 to the jct. of CA St. Hwy 299, thence north on CA ST. Hwy 299 to the jct. of U.S. Hwy 395, thence north on U.S. Hwy 395 to the California-Oregon state line;

(53) (a) (iii) Between Little Rock, Arkansas, on the one hand, and, on the other, points in California on and north of a line commencing at the California-Oregon state line on U.S. Hwy 395, thence south on U.S. Hwy 395 to the jct. of CA St. Hwy 299, thence south on CA St. Hwy 299 to the jct. of CA St. Hwy 89, thence north on CA ST. Hwy 89 to the jct. of I–5, thence north on I–5 to the jct. of CA ST. Hwy 96, thence south on CA ST. Hwy 96 to the jct. of CA St. Hwy 299, thence east on CA ST. Hwy 299 to Del Loma, California, thence west on CA St. Hwy 299 to the jct. of U.S. Hwy 101, thence south on U.S. Hwy 101 to the terminus at Eureka, California;

(53) (b) Between points in Arkansas on, east and north of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of AR. St. Hwy 18, thence east on AR. St. Hwy 18 to the terminus of AR. St. Hwy 18 at Bartfield, Arkansas, on the one hand, and, on the other, points in Colorado on, west and north of a line commencing at the Colorado-Wyoming state line on U.S. Hwy 87 and I–25, thence south on U.S. Hwy 87 and I–25 to the jct. of CO St. Hwy 14, thence west on CO St. Hwy 14 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Colorado-Utah state line:

(53(c) (i) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on AR. St. Hwy 5, thence south on AR. ST. Hwy 5 to the jct. of AR St. Hwy 56, thence east on AR St. Hwy 56 to the jct. of AR. St. Hwy 69, thence south on AR. St. Hwy 69 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the Arkansas-Louisiana state line, on the one hand, and, on the other, points in Idaho on and north of a line commencing at the Idaho-Montana state line on U.S. Hwy 12, thence west on U.S. Hwy 12 to the jct. of ID St. Hwy 13, thence south on ID St. Hwy 13 to the jct. of U.S. Hwy 95, thence north on U.S. Hwy 95 to the jct. of U.S. Hwy 12, thence west on U.S. Hwy 12 to the Idaho-Washington state line;

(53) (c) (ii) Between Warren, Arkansas, on the one hand, and, on the other, points in Idaho in the counties of Boundary, Bonner, Kootenai, Shoshone, Benewah, Latah, Clearwater, Nez Perce, Lewis and Idaho;

(53) (d) (i) Between points in Arkansas, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of IL St. Hwy 23, thence south on IL St. Hwy 23 to the jct. of IL St. Hwy 116, thence east on IL St. Hwy 116 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy 16 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the Illinois-Indiana state line;

(53) (d) (ii) Between points in Arkansas on, south and west of a line commencing at the Arkansas-Oklahoma state line on U.S. Hwy 70, thence east on U.S. Hwy 70 to the jct. of U.S. Hwy 71, thence south on U.S. Hwy 71 to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the Arkansas-Mississippi state line, on the one hand, and, on the other, points in Illinois on, north and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of I–74, thence east on I–74 to the jct. of U.S. Hwy 24, thence south on U.S. Hwy 24 to the jct. of IL St. Hwy 9, thence east on IL St. Hwy 9 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of IL St. Hwy 33, thence east on IL ST. Hwy 33 to the jct. of IL St. Hwy 1, thence north on IL St. Hwy 1 to the jct. of the Hutsonville, Illinois Hwy. thence east on the Hutsonville, Illinois Hwy to the jct. of IN St. Hwy 154 at the Illinois-Indiana state line;

(53) (e) Between points in Arkansas, on the one hand, and, on the other, points in Indiana on and north of a line commencing at the Illinois-Indiana state line on IN St. Hwy 154, thence east on IN St. Hwy 154 to the jct. of IN St. Hwy 54, thence east on IN ST. Hwy 54 to the jct. of IN St. Hwy 45, thence northeast on IN ST. Hwy 45 to the jct. of IN ST. Hwy 46, thence northeast on IN St. Hwy 46 to the jct. of IN St. Hwy 7, thence southeast on IN ST. Hwy 7 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IN St. Hwy 350, thence east on IN St. Hwy 350 to the Indiana-Ohio state line;

(53) (f) (i) Between points in Arkansas on, south and east of a line commencing at the Arkansas-Texas state line on I–30, thence east on I–30 to the jct. of U.S. Hwy 70, thence east on U.S. Hwy 70 to the jct. of AR St. Hwy 149, thence north on AR. St. Hwy 149 to the jct. of AR St. Hwy 42, thence east on AR. ST. Hwy 42 to the jct. of I–55, thence north on I–55 to the jct. of U.S. Hwy 61, thence

north on U.S. Hwy 61 to the Arkansas-Missouri state line, on the one hand, and, on the other, points in Iowa on and east of a line commencing at the Minnesota-Iowa state line on IA St. Hwy 76, thence south on IA St. Hwy 76 to the jct. of U.S. Hwy 18, thence west on U.S. Hwy 18 to the jct. of U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the Iowa-Illinois state line;

(53) (f) (ii) Between points in Arkansas on and south of a line commencing at the Arkansas-Tennessee state line on U.S. Hwy 79, thence southwest on U.S. Hwy 79 to the jct. of U.S. Hwy 82, thence west on U.S. Hwy 82 to the Arkansas-Texas state line, on the one hand, and, on the other, points in Iowa on and east of a line commencing at the Iowa-Minnesota state line on U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of IA St. Hwy 9, thence east on IA ST. Hwy 9 to the jct. of IA ST. Hwy 51, thence south on IA St. Hwy 57 to the jct. of U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of IA St. Hwy 136, thence south and east of IA St. Hwy 136 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Iowa-Illinois state line;

(53) (g) (i) Between points in the Arkansas counties of Ashley, Chicot, Desha, and Drew; and the point of Warren, Arkansas, on the one hand, and, on the other, points in Minnesota on, north and east of a line commencing at the Minnesota-Iowa state line on U.S. Hwy 52, thence north on U.S. Hwy 52 to the jct. of U.S. Hwy 10, thence north on U.S. Hwy 10 to the jct. of U.S. Hwy 52, thence northwest on U.S. Hwy 52 to the Minnesota-North Dakota state line;

(53) (g) (ii) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the interchange of I–55, thence south on I–55 to the jct. of AR. St. Hwy 77, thence south on AR St. Hwy 77 to the jct. of U.S. Hwy 70, thence east on U.S. Hwy 70 to the Arkansas-Tennessee state line, on the one hand, and, on the other, points in Minnesota;

(53) (g) (iii) Between points in Arkansas, on, south and east of a line commencing at the Arkansas-Missouri state line on AR. ST. Hwy 201, thence south on AR. St. Hwy 201 to the jct. of AR. St. Hwy 5, thence south on AR ST. Hwy 5 to the jct. of AR. St. Hwy 56, thence south on AR. St. Hwy 56 to the jct. of AR. St. Hwy 69, thence south on AR St. Hwy 69 to the jct. of U.S. Hwy 167, thence south of U.S. Hwy 167 to the jct. of U.S. Hwy 79, thence south on U.S. Hwy 79 to the jct. of AR. St. Hwy 98, thence west on AR. St. Hwy 98 to the jct. of U.S. Hwy 82, thence west on U.S. Hwy 82 to the Arkansas-Texas state line, on the one hand, and, on the other, points in Minnesota on and north of a line commencing at the United States-Canadian border on MN St. Hwy 313, thence south on MN ST. Hwy 313 to the jct. of MN St. Hwy 11, thence south on MN ST. Hwy 11 to the jct. of MN St. Hwy 72, thence south on MN ST. Hwy 72 to the jct. of MN St. Hwy 1, thence east on MN St. Hwy 1 to the jct. of MN St. Hwy 46, thence south on MN St. Hwy 46 to the jct. of U.S. Hwy 2, thence southeast on U.S. Hwy 2 to the Minnesota-Wisconsin state line; and the point of Winona, Minnesota;

(53) (h) (i) Between points in Arkansas on, north and east of a line commencing at the Missouri-Arkansas state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR. St. Hwy 135, thence south on AR ST. Hwy 135 to the jct. of AR. ST. Hwy 1, thence south on AR St. Hwy 1 to the jct. of U.S. Hwy 49, thence east on U.S. Hwy 49 to the Arkansas-Mississippi state line; and the point of Readland, Arkansas, on the one hand, and, on the other, points in Montana;

(53) (h) (ii) Between points in Arkansas on and east of a line commencing at the Missouri-Arkansas state line on U.S. Hwy. 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the Louisiana-Arkansas state line, on the one hand, and, on the other, points in Montana on, and north of a line commencing at the Idaho-Montana state line on U.S. Hwy 12, thence east on U.S. Hwy 12 to the jct. of MT ST. Hwy 200, thence east on MT St. Hwy 200 to the jct. of U.S. Hwy 89, thence east on U.S. Hwy 89 to the jct. of U.S. Hwy 87, thence north on U.S. Hwy 87 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of MT St. Hwy 13, thence north on MT St. Hwy 13 to the jct. of MT St. Hwy 5, thence east on MT St. Hwy 5 to the Montana-North Dakota state line;

(53) (i) Between points in Arkansas on, east and north of a line commencing at the Missouri-Arkansas state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of AR. St. Hwy 18, thence east on AR St. Hwy 18 to the terminus of AR. St. Hwy 18 at Barfield, Arkansas, on the one hand, and, on the other, points in Nebraska on, west and north of a line commencing at the Colorado-Nebraska state line on NE St. Hwy 19, thence north on NE St. Hwy 19 to the jct. of U.S. Hwy 385, thence north on U.S. Hwy 385 to the jct. of NE St. Hwy 2, thence east on NE St. Hwy 2 to the jct. of NE ST. Hwy 61, thence north on NE St. Hwy 61 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct of U.S. Hwy 281, thence north on U.S. Hwy 281 to the Nebraska-South Dakota state line;

(53) (j) Between points in Arkansas on, east and north of a line commencing at the Missouri-Arkansas state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR. St. Hwy 1, thence south on AR. St. Hwy 1 to the jct. of AR St. Hwy 90, thence east on AR St. Hwy 90 to the Arkansas-Missouri state line; and points in Arkansas on and east of a line commencing at the Missouri-Arkansas state line on AR St. Hwy 77, thence south on AR. St. Hwy 77 to the jct. of AR. St. Hwy 119, thence south on AR. St. Hwy 119 to the jct. of AR. ST. Hwy 18, thence west and south on AR St. Hwy 18 to the jct. of AR. St. Hwy 135, thence south on AR St. Hwy 135 to the jct. of AR. St. Hwy 140, thence north and east on AR. St. Hwy 140 to the jct. of I–55, thence south on I–55 to the Arkansas-Tennessee state line, on the one hand, and, on the other, points in Nevada on and north of a line commencing at the California-Nevada state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of NV St. Hwy 25, thence south and east on NV ST. Hwy 25 to the Nevada-Utah state line;

(53) (k) (i) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 62, thence south on U.S. Hwy 62 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the Arkansas-Louisiana state line, on the one hand, and, on the other, points in North Dakota on, north and west of a line commencing at the Montana-North Dakota state line on U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of U.S. Hwy 85, thence north on U.S. Hwy 85 to the jct. of ND St. Hwy 5, thence east on ND St. Hwy 5 to the North Dakota-Minnesota state line;

(53) (k) (ii) Between points in Arkansas on, east and north of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR. St. Hwy 135, thence south on AR St. Hwy 135 to the jct. of AR. St. Hwy 1, thence south on AR. St. Hwy 1 to the jct. of U.S. Hwy 49, thence east on U.S. Hwy 49 to the Arkansas-Mississippi state line, on the one hand, and, on the other, points in North Dakota;

(53(1) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of U.S. Hwy 65, thence south on U.S. Hwy 65 to the jct. of AR St. Hwy 15, thence south on AR St. Hwy 15 to the jct. of AR. St. Hwy 4, thence east on AR St. Hwy 4 to the jct. of AR. St. Hwy 81, thence south on AR. St. Hwy 81 to the Arkansas-Louisiana state line, on the one hand, and, on the other, points in Oregon on, west and north of a line commencing at the Oregon-Washington state line on U.S. Hwy 395, thence south and west of U.S. Hwy 395 to the jct. of U.S. Hwy 20, thence west on U.S. Hwy 20 to the jct of U.S. Hwy 97, thence south on U.S. Hwy 97 to the Oregon-California state line;

(53(m) Between Blytheville, Arkansas, on the one hand, and, on the other points in South Dakota;

(53) (n) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR St. Hwy 1, thence south on AR. St. Hwy 1 to the jct. of AR. St. Hwy 90, thence east on AR. St. Hwy 90 to the Arkansas-Missouri state line; and points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on U.S.

Hwy 61, thence southeast on U.S. Hwy 61 to the jct. of I–55, thence southeast on I–55 to the jct. of AR. St. Hwy 77, thence south on AR. St. Hwy 77 to the jct. of U.S. hwy 70, thence east on U.S. Hwy 70 to the jct. of I–55, thence east on I–55 to the Arkansas-Tennessee state line, on the one hand, and, on the other, points in Utah on, and north of a line commencing at the Utah-Wyoming state line on UT St. Hwy 150, thence southwest on UT. St. Hwy 150 to the jct. of U.S. Alt 189, thence west on U.S. Alt. 189 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Utah-Nevada state line; and the point of Garrison, Utah; and points in Utah on, south and west of a line commencing at the Utah-Nevada state line on UT ST. Hwy 56, thence east on UT ST. Hwy 56 to the jct. of U.S. Hwy 91, thence southwest on U.S. Hwy 91 to the Utah-Arizona state line;

(53) (o) Between points in Arkansas on and east of a line commencing at the Arkansas-Missouri state line on AR St. Hwy 5, thence south on AR ST. Hwy 5 to the jct. of AR St Hwy 56, thence east on AR. St. Hwy 56 to the jct. of AR. ST. Hwy 69, thence south on AR St. Hwy 69 to the jct. of AR. St. Hwy 25, thence south on AR. St. Hwy 25 to the jct. of AR. St. Hwy 5, thence south on AR. ST. Hwy 5 to the jct. of AR. ST. Hwy 31, thence south on AR. ST. Hwy 31 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of AR. ST. Hwy 35, thence south on AR. St. Hwy 35 to the jct. of U.S. Hwy 79, thence south on U.S. Hwy 79 to the jct. of AR ST. Hwy 97, thence south on AR. ST. Hwy 97 to the jct. of AR. St. Hwy 8, thence east on AR. St. Hwy 8 to the jct. of AR. ST. Hwy 4, thence east on AR. St. Hwy 4 to the jct. of AR. St. Hwy 81, thence south on AR. ST. Hwy 81 to the jct. of U.S. Hwy 82, thence west on U.S. Hwy 82 to the jct. of AR. St. Hwy 133, thence south on AR. ST. Hwy 133 to the Arkansas-Louisiana state line, on the one hand, and, on the other, points in Washington;

(53) (p) (i) Between points in Arkansas on, south and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of I–55, thence south on I–55 to the jct. of I–40, thence west on I–40 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of U.S. Hwy 79, thence south on U.S. Hwy 79 to the Arkansas-Louisiana state line; and the point of Kiblah, on the one hand, and, on the other, points in Wisconsin;

(53) (p) (ii) Between points in Arkansas, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Wisconsin-Illinois state line on WI St. Hwy 69, thence north on WI St. Hwy 69 to the jct. of WI St. Hwy 92, thence north on WI ST. Hwy 92 to the jct. of WI St. Hwy 78, thence north on WI St. Hwy 78 to the jct. of U.S. Hwy 12, thence north on U.S. Hwy 12 to the jct. of WI St. Hwy 21, thence east on WI ST. Hwy 21 to the jct. of WI St. Hwy 173, thence north on WI ST. Hwy 173 to the jct. of WI St. Hwy 80, thence north on WI St. Hwy 80 to the jct. of WI St. Hwy 13, thence north on WI ST. Hwy 13 to the terminus at Red Cliff, Wisconsin;

(53) (q) (i) Between points in Arkansas on, north and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR ST. Hwy 135, thence south on AR ST. Hwy 135 to the jct. of AR St. Hwy 1, thence south on AR St. Hwy 1 to the jct. of AR St. Hwy 39, thence south on AR St. Hwy 39 to the jct. of U.S. Hwy 49, thence south and east on U.S. Hwy 49 to the Arkansas-Mississippi state line; and, points in Arkansas on, south and east of a line commencing at the Arkansas-Mississippi state line on U.S. Hwy 82, thence west on U.S. Hwy 82 to Snyder, Arkansas, thence east on U.S. Hwy 82 to the jct. of U.S. Hwy 165, thence south on U.S. Hwy 165 to the Arkansas-Louisana state line, on the one hand, and, on the other, points in Wyoming on U.S. Hwy 87, commencing at, and including, Sheridan Wyoming, thence northwest on U.S. Hwy 87 to the Wyoming-Montana state line;

(53) (q) (ii) Between points in Arkansas on, east and north of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of AR. St. Hwy 135, thence south on AR St. Hwy 135 to the jct. of AR. St. Hwy 140, thence west and south on AR. St. Hwy 140 to the jct. of AR. St. Hwy 75, thence south on AR St. Hwy 75 to the jct. of U.S. Hwy 64, thence west on U.S. Hwy 64 to the jct. of AR St. Hwy 1, thence south on AR. St. Hwy 1 to the jct. of U.S. Hwy 49, thence east on U.S. Hwy 49 to the Arkansas-Mississippi state line, on the one hand, and, on the other, points in Wyoming on, north and west of a line commencing at the Wyoming-South Dakota state line on U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of U.S. Hwy 16, thence northwest on U.S. Hwy 16 to the jct. of I–90, thence west on I–90 to the jct. of U.S. Hwy 16, thence west on U.S. Hwy 16 to the jct. of U.S. Hwy 20, thence south on U.S. Hwy 20 to the jct. of U.S. Hwy 26, thence west on U.S. Hwy 26 to the jct. of WY St. Hwy 789, thence southwest on WY ST. Hwy 789 to the jct. of WY St. Hwy 28, thence southwest on WY ST. Hwy 28 to the jct. of U.S. Hwy 187, thence south on U.S. Hwy 187 to the jct. of I–80, thence west on I–80 to the jct. of Wyoming-Utah state line;

(54) (a) Between points in California on, north and west of a line commencing at the California-Nevada state line on U.S. Hwy 50, thence south and west on U.S. Hwy 50 to the jct. of CA ST. Hwy 49, thence south on CA ST. Hwy 49 to the jct. of CA St. Hwy 120, thence west on CA ST. hwy 120 to the jct. of I–205, thence west on I–205 to the jct. of I–580, thence west on I–580 to the jct. of CA ST. Hwy 92, thence southwest on CA St. Hwy 92 to its terminus at Half Moon Bay, California, on the one hand, and, on the other, points in Florida;

(54) (b) (i) Between points in California on, west, and north of a line commencing at the California-Nevada state line on CA ST. Hwy 266, thence south on CA ST Hwy 266 to the junction of CA ST Hwy. 168, thence south on CA ST Hwy 168 to the junction of U.S. Hwy. 395, thence south on U.S. Hwy. 395 to the junction of I–15, thence south on I–15 to the junction of I–10, thence east on I–10 to the junction of CA ST Hwy. 86, thence south on CA ST Hwy 86 to the junction of U.S. Hwy. 80, thence east on U.S. Hwy. 80 to the junction of CA ST Hwy. 111, thence south on CA ST Hwy. 111 to the United States-Mexico border, on the one hand, and, on the other, points in Illinois on, east and south of a line commencing at the Illinois-Wisconsin state line on IL ST Hwy. 78, thence south on IL ST Hwy. 78 to the junction of IL ST Hwy. 2, thence southwest of IL ST Hwy. 2 to the junction of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the junction of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the Missouri-Illinois state line;

(54) (b) (ii) Between points in California, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL ST Hwy. 78, thence south on IL ST Hwy. 78 to the junction of IL ST Hwy. 2, thence southwest on IL ST Hwy. 2 to the junction of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line:

(54) (b) (iii) Between points in California on and west of a line commencing at the California-Oregon state line on Interstate 5, thence south on Interstate 5 to the junction of CA ST Hwy. 299, thence west on CA ST Hwy. 299 to the junction of U.S. Hwy. 101, thence south on U.S. Hwy. 101 to the junction of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the junction of I–580, thence east on I–580 to the junction of I–205, thence east on I–205 to the junction of CA ST Hwy. 120, thence east on CA ST Hwy. 120 to the junction of CA ST Hwy. 99, thence south on CA ST Hwy. 99 to the junction of CA ST Hwy. 58, thence east on CA ST Hwy. 58 to the junction of I–15, thence south on I–15 to the junction of I–10, thence east on I–10 to the junction of CA ST Hwy. 86, thence south on CA ST Hwy. 86 to the junction of U.S. Hwy. 80, thence east on U.S. Hwy. 80 to the junction of CA ST Hwy. 111, thence south on CA ST Hwy. 111 to the United States-Mexico border, on the one hand, and, on the other, points in Illinois;

(54) (c) (i) Between points in California on, west and north of a line commencing at the California-Oregon state line on Interstate I–5, thence south on I–5 to the jct. of CA St. Hwy 299, thence west on CA St. Hwy 299 to the jct. of U.S. Hwy 101, thence south on U.S. Hwy 101 to a terminus at Eureka, California; and points in California on, south, west and south of a line commencing at the California-Arizona state line on Interstate I–10, thence west on I–10 to the jct. of I–15, thence north on I–15 to the jct. of CA St. Hwy 58, thence west on CA St. Hwy 58 to the jct. of CA St. Hwy 99, thence north on CA St. Hwy 99 to Mer-

ced, California, thence south on CA St. Hwy 99 to the jct. of CA St. Hwy 99 and CA St. Hwy 152, thence west on CA St. Hwy 152 to the jct. of U.S. Hwy 101, thence south on U.S. Hwy 101 to the jct. of CA St. Hwy 68, thence west on CA. St. Hwy 68 to the terminus of Monterey, California, on the one hand, and, on the other, points in Iowa on and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Iowa-Illinois state line; and points in Iowa on, south and east of a line commencing at the Iowa-Illinois state line at Burlington, Iowa on U.S. Hwy 34, thence west on U.S. Hwy 34 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the Iowa-Illinois state line;

(54) (c) (ii) Between points in California, on the one hand, and, on the other, Davenport, Iowa;

(54) (c) (iii) Between Needles and Santa Rosa, California, on the one hand, and, on the other, Clinton, Dubuque, Davenport, and Ft. Madison, Iowa;

(54) (d) Between points in California on and north of a line commencing at the California-Oregon state line on U.S. Hwy. 395, thence south on U.S. Hwy. 395 to the junction of CA ST Hwy. 299, thence south and west on CA ST Hwy. 299 to the junction of U.S. Hwy. 101, thence south on U.S. Hwy. 101 to Eureka, California on the one hand, and, on the other, points in Louisiana on and east of a line commencing at the Louisiana-Mississippi state line on LA ST Hwy. 21, thence south on LA ST Hwy. 21 to the junction of LA ST Hwy. 41, thence south on LA ST Hwy. 41 to the junction of U.S. Hwy. 11, thence southwest on U.S. Hwy 11, to the junction of I–10, thence southwest on I–10 to the junction of U.S. Business Route 90, thence east and south on U.S. Business Route 90 to the junction of LA St. Hwy 23, thence southeast on LA St. Hwy 23 to its terminus at Venice, Louisiana; and the point of Delta, Louisiana;

(54) (e) Between points in California, on the one hand, and, on the other, points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on south and east of a line commencing at the Wisconsin-Michigan state line on U.S. Hwy. 2, thence east on U.S. Hwy. 2 to the junction of U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the junction of MI ST Hwy. 67, thence east and north of MI ST Hwy. 67 to the junction of MI ST Hwy. 94, thence east on MI ST Hwy. 94 to the junction of MI ST Hwy. 28, thence north on MI ST Hwy. 28 to the terminus of Munising, Michigan;

(54) (f) (i) Between points in California on, south and west of a line commencing at Morro Bay, California on the CA St. Hwy 41, thence northeast on CA St. Hwy 41 to the junction of CA St. Hwy 46, thence southeast on CA St. Hwy 46 to the junction of CA St. Hwy 58, thence southeast on CA St. Hwy 58 to the junction of CA St. Hwy 14, thence south on CA St. Hwy 14 to the junction of I–5, thence southeast on I–5 to the junction of U.S. Hwy 66, thence southeast on U.S. Hwy 66 to the junction of I–15, thence south on I–15 to the junction of I–10, thence southeast on I–10 to the junction of U.S. Hwy 95, thence north on U.S. Hwy 95 to the California-Arizona state line, on the one hand, and, on the other, Reno, (Houston Co.) Minnesota;

54(f) (ii) Between points in California on and south of a line commencing on Interstate–8 at San Diego, California, thence east on I–8 to the Arizona-California state line, on the one hand, and, on the other points in Minnesota on and east of a line commencing at the Iowa-Minnesota state line on MN St. Hwy 26, thence north on MN St. Hwy 26 to the junction of U.S. Hwy 61, thence northwest on U.S. Hwy 61 to the junction of MN St. Hwy 43, thence northeast on MN St. Hwy 43 to the Minnesota-Wisconsin state line at Winona, Minnesota, and Grand Portage, Minnesota;

(54) (g) Between points in California on and north of a line commencing at the California-Nevada state line on U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of I–5, thence north and west on I–5 to the jct. of CA St. Hwy 20, thence north and west on CA St. Hwy 20 to its terminus at Noyo, California, on the one hand, and, on the other, points in Mississippi on and east of a line commencing at the Arkansas-Mississippi state line on U.S. Hwy 49, thence east and south on U.S. Hwy 49 to the jct. of U.S. Hwy 49–E, thence south on U.S. Hwy 49–E to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the jct. of MS St. Hwy 35, thence south on MS St. Hwy 35 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to its terminus at Gulfport, Mississippi;

(54) (h) Between points in California, on the one hand, and, on the other, St. Louis, Missouri; and points in Missouri on, north and east of a line commencing on the Illinois-Missouri state line at Cape Girardeau, Missouri on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the Kentucky-Missouri state line;

(54) (i) (i) Between points in California, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan Wisconsin state line on U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of WI St. Hwy 22, thence southwest on WI St. Hwy 22 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 151, thence southwest on U.S. Hwy 151 to the jct. of WI St. Hwy 69, thence south on WI St. Hwy 69 to the Illinois-Wisconsin state line;

(54) (i) (ii) Between points in California on and south of a line commencing at Santa Barbara, California on U.S. Hwy 101, thence south on U.S. Hwy 101 to the jct. of I–5, thence south on I–5 to the jct. of CA St. Hwy 74, thence northeast on CA St. Hwy 74 to the jct. of CA St. Hwy 111, thence east on CA St. Hwy 111 to the jct. of I–10, thence east on I–10 to the jct. of U.S. Hwy 95, thence north on U.S. Hwy 95 to the jct. of U.S. Hwy 66, thence east on U.S. Hwy 66 to the California-Arizona state line, on the one hand, and, on the other, points in Wisconsin on, south and east of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct. of U.S. Hwy 12, thence north on U.S. Hwy. 12 to the jct. of WI St. Hwy 21, thence east on WI St. Hwy 21 to the Jct. of WI St. Hwy 173, thence north on WI St. Hwy 173 to the jct. of WI St. Hwy 80, thence north on WI St. Hwy 80 to the jct. of WI St. Hwy 13, thence north on WI St. Hwy 13 to the terminus at Red Cliff, Wisconsin;

(55) (a) (i) Between points in Colorado, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of I–57, thence south on I–57 to the jct. of U.S. Hwy 24, thence west on U.S. Hwy 24 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of IL St. Hwy 54, thence southwest on IL St. Hwy 54 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of IL St. Hwy 141, thence east on IL St. Hwy 141 to the Illinois-Indiana state line;

(55) (a) (ii) Between points in Colorado on and west of a line commencing at the Utah-Colorado state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of CO St. Hwy 13, thence south on CO St. Hwy 13 to the jct. of U.S. Hwy 6, thence west on U.S. Hwy 6 to the Colorado-Utah state line, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on IL St. Hwy 31, thence south on IL St. Hwy 31 to the jct. of IL St. Hwy 71, thence southwest on IL St. Hwy 71 to the jct. of IL ST. Hwy 47, thence south on IL St. Hwy 47 to the jct. of U.S. Hwy 6, thence west on U.S. Hwy 6 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 116, thence west on IL St. Hwy 116 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 66, thence south on U.S. Hwy 66 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of IL St. Hwy 154, thence west on IL St. Hwy 154 to the jct. of IL St. Hwy 150, thence southwest on IL St. Hwy 150 to the Illinois-Missouri state line;

(55) (b) Between points in Colorado, on the one hand, and, on the other, points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at the junction of I–75 with MI ST Hwy. 123, thence north on MI ST Hwy. 123 to its terminus approximately one mile north of Whitefish Point, Michigan;

(55) (c) Between points in Colorado on and north of a line commencing at the Colorado-Wyoming state line on U.S. Hwy 138, thence southwest on U.S. Hwy 138 to the junction of U.S. Hwy 6, thence south and west on U.S. Hwy 6 to the Colorado-Utah state line, on the one hand, and, on the other, points in Missis-

sippi on and east of a line commencing at the Mississippi-Tennessee state line on U.S. Hwy 45, thence south on U.S. Hwy 45 to the junction of U.S. Hwy 45A, thence south on U.S. Hwy 45A to the junction of U.S. Hwy 45, thence south on U.S. Hwy 45 to the Alabama-Mississippi state line;

(55) (d) Between points in Colorado on and northwest of a line commencing at the Colorado-Utah state line on U.S. Hwy. 6, thence east on U.S. Hwy. 6 to the junction of CO ST Hwy. 131, thence north on CO ST Hwy. 131 to the junction of CO ST Hwy. 134, thence east on CO ST Hwy. 134 to the junction of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 287, thence north on U.S. Hwy 287 to the jct. of CO. St. Hwy 14, thence east on CO St. Hwy 14 to the jct. of U.S. Hwy 87, thence north on U.S. Hwy 87 to the Colorado-Wyoming state line, on the one hand, and, on the other, points in Missouri on, north and east of a line commencing at the Illinois-Missouri state line at Cape Girardeau, Missouri, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the Kentucky-Missouri state line;

(55) (e) (i) Between points in Colorado on and south of a line commencing at the Colorado-Utah state line on U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the junction of I–25, thence south on I–25 to the junction of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the Colorado-Kansas state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy. 141, thence south on U.S. Hwy. 141 to the junction of I–94, thence west on I–94 to the junction of U.S. Hwy. 41, thence south on U.S. Hwy. 41 to the junction of WI ST Hwy. 36, thence south on WI St Hwy. 36 to the junction of WI ST Hwy. 83, thence south on WI ST Hwy. 83 to the Illinois-Wisconsin state line;

(55) (e) (ii) Between points in Colorado on, south, and west of a line commencing at the Colorado-Utah state line on U.S. Hwy 666, thence southeast on U.S. Hwy 666 to the jct. of U.S. Hwy 160, thence east on U.S. Hwy 160 to the junction of U.S. Hwy 550, thence south on U.S. Hwy 550 to the Colorado-New Mexico state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 45, thence south on U.S. Hwy 45 to the junction of WI St. Hwy 70, thence west on WI St. Hwy 70 to the jct. of WI St. Hwy 17, thence south on WI St. Hwy 17 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of WI St. Hwy 23, thence southwest on WI St. Hwy 23 to the jct. of U.S. Hwy 12, thence south on U.S. Hwy 12 to the jct of WI St. Hwy 78, thence south on WI St Hwy 78 to the jct. of WI St. Hwy 92, thence south on WI St. Hwy 92 to the jct. of WI St. Hwy 69, thence south on WI St. Hwy 78 to the jct. of WI St. Hwy 92, line;

(56) Between points in Delaware, on the one hand, and, on the other, points in Kentucky on, north and west of a line commencing at Hawesville, Kentucky (Indiana-Kentucky state line) on U.S. Hwy 60, thence west on U.S. Hwy 60 to the junction of U.S. Hwy 431, thence south on U.S. Hwy 431 to the junction of U.S. Hwy. 62, thence south on U.S. Hwy. 62 to the junction of KY St Hwy. 171, thence south on KY St Hwy. 171 to the junction of KY St. Hwy. 107, thence west and south on KY St. Hwy. 107 to the junction of U.S. Hwy. 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line;

(57) (a) Between points in the District of Columbia, on the one hand, and, on the other, points in Indiana on and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of IN St. Hwy 14, thence east on IN ST. Hwy 14 to the junction of I65, thence south on I 65 to the junction of U.S. Hwy. 231, the jct. of U.S. Hwy 24, thence south on U.S. Hwy 24 to the jct. of IL St. Hwy 78, thence south on IL St. Hwy 78 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the terminus at Alton, Illinois;

(60) (a) (ii) Between points in Idaho on and south of a line commencing at the Oregon-Idaho state line on ID St. Hwy 52, thence east on ID St. Hwy 52 to the jct. of U.S. Hwy 95, thence south on U.S. Hwy 95 to the jct. of I–80N to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of I–80N, thence east on I–80N to the jct. of U.S. Hwy 26, thence east on U.S. Hwy 26, to the jct. of ID St. Hwy 25, thence east on ID St. Hwy 25 to the jct. of I–80N thence east on I–80N to the jct. of I–15W, thence east on I–15W to the jct. of I–15, thence south on I–15 to the jct. of U.S. Hwy 191, thence south on U.S. Hwy 191 to the Idaho-Utah state line, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 29, thence west and south on IL St. Hwy 29 to the jct. of U.S. Hwy 24, thence south on U.S. Hwy 24 to the jct. of IL St. Hwy 100, thence south on IL St. Hwy 100 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Illinois-Missouri state line;

(60) (b) (i) Between points in Idaho, on the one hand, and, on the other, points in Louisiana on and east of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy. 65, thence south on U.S. Hwy. 65 to the junction of U.S. Hwy. 80, thence east on U.S. Hwy. 80 to the Mississippi-Louisiana state line; and points in Louisiana north and east of a line commencing at the Mississippi-Louisiana state line on U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the junction of I–10, thence southeast on I–10 to the junction of U.S. Hwy. 61, thence south on U.S. Hwy. 61 to the junction of LA ST Hwy. 23, thence southeast on LA ST Hwy. 23 to the terminus of LA St. Hwy 23 at or near the Gulf of Mexico;

(60) (b) (ii) Between points in Idaho on, north and west of a line commencing at the United States-Canada border on U.S. Hwy. 95, thence southwest on U.S. Hwy. 95 to the junction of U.S. Hwy. 2, thence west on U.S. Hwy. 2 to the Idaho-Washington state line, on the one hand, and, on the other, points in Louisiana on, south and east of a line commencing at the Arkansas-Louisiana state line on LA ST Hwy. 159, thence south on LA ST Hwy. 159 to the junction of LA ST Hwy. 7, thence south on LA ST Hwy. 7 to the junction of U.S. Hwy. 71, thence southeast on U.S. Hwy. 71 to the junction of LA ST Hwy. 6, thence southwest on LA ST Hwy. 6 to the Louisiana-Texas state line;

(60) (c) Between points in Idaho, on the one hand, and, on the other, points in Michigan on and south of a line commencing at Manistee, Michigan on U.S. Hwy. 31, thence north on U.S. Hwy. 31 to the junction of MI ST Hwy. 55, thence east on MI ST Hwy. 55 to the junction of MI ST Hwy. 66, thence south on MI ST Hwy. 66 to the junction of MI ST Hwy. 61, thence east on MI ST Hwy. 61 to the junction of U.S. Hwy. 23, thence northeast on U.S. Hwy. 23 to the junction of MI ST Hwy. 65, thence north on MI ST Hwy. 65 to the junction of MI ST Hwy. 55, thence east on MI ST Hwy. 55 to the terminus at Tawas City, Michigan;

(60) (d) Between points in Idaho, on the one hand, and, on the other, points in Mississippi on, north and east of a line commencing at the Mississippi-Louisiana state line on U.S. Hwy 80, thence east on U.S. Hwy 80 to the jct. of MS St. Hwy 27, thence southwest on MS St. Hwy 27 to jct. of U.S. Hwy 51, thence south on U.S. Hwy. 231 to the junction of IN ST Hwy. 46, thence east on IN ST Hwy. 46 to the junction of IN ST Hwy. 45, thence southwest on IN ST Hwy. 45 to the junction of U.S. Hwy. 460, thence east on U.S. Hwy. 460 to the junction of IN ST Hwy. 245, thence south on IN ST Hwy. 245 to the junction of IN ST Hwy. 70, thence east on IN ST Hwy. 70 to the junction of IN ST Hwy. 66, thence east on IN ST Hwy. 66 to the terminus at Cannelton, Indiana;

(57) (b) Between points in the District of Columbia, on the one hand, and, on the other, points in the upper peninsula of Michigan on and west of a line commencing at, and including, L'Anse, Michigan, thence south and east on U.S. Hwy 41 to the jct. of MI St. Hwy 35, thence south on MI St. Hwy 35 to the terminus at Escanaba, Michigan;

(57) (c) Between points in the District of Columbia, on the one hand, and, on the other, points in Tennessee on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 641, thence south on U.S. Hwy 641 to the jct. of U.S. Hwy. 79, thence southwest on U.S. Hwy. 79 to the junction of TN ST Hwy. 22, thence south on TN ST Hwy. 22 to the junction of U.S. Hwy. 70, thence southwest on U.S. Hwy. 70 to the junction of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the junction of the TN ST Hwy. 18, thence southwest on TN ST Hwy. 18 to the Mississippi-Tennessee state line;

(58) (a) Between Pensacola, Florida, on the one hand, and, on the other, North Adams, Massachusetts;

(58) (b) Between points in Florida, on the one hand, and, on the other, points in Nevada on and north of a line commencing at the California-Nevada state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of NV St. Hwy 25, thence southeast on NV St. Hwy 25 to the Nevada-Utah state line;

(58) (c) Between points in Florida on and south of a line commencing at the Florida-Georgia state line on U.S. Hwy 17, thence south on U.S. Hwy 17 to the jct. of FL St. Hwy 16, thence west on FL ST. Hwy 16 to the jct. of U.S. Hwy 301, thence south on U.S. Hwy 301 to the jct. of FL ST. Hwy 24, thence south on FL St. Hwy 24 to the jct. of U.S. Hwy 441, thence south on U.S. Hwy 441 to the jct. of FL ST. Hwy 33, thence south on FL St. Hwy 33 to the jct. of FL St. Hwy 557, thence south on FL St. Hwy 557 to the jct. of U.S. Hwy 17, thence south on U.S. Hwy 17 to the jct. of FL St. Hwy 60, thence west on FL ST. Hwy 60 to the jct. of U.S. Hwy 92, thence west on U.S. Hwy 92 to St. Petersburg, Florida, on the one hand, and, on the other, points in New Mexico on and north of a line commencing at the Arizona-New Mexico state line on Interstate 40, thence east on I–40 to the jct. of NM St. Hwy 57, thence north on NM St. Hwy 57 to the jct. of NM St. Hwy 44, thence east on NM St. Hwy 44 to the jct. of NM St. Hwy 126, thence east on NM St. Hwy 126 to the jct. of NM ST. Hwy 4, thence east on NM ST. Hwy 4 to the jct. of NM St. Hwy 30, thence east on NM St. Hwy 30 to the jct. of U.S. Hwy 64, thence east on U.S. Hwy 64 to the jct. of I–25, thence north on I–25 to the Colorado-New Mexico state line;

(58) (d) Between points in Florida on, and west of a line commencing at the Alabama-Florida state line on U.S. Hwy. 231, thence south on U.S. Hwy 231 to its terminus at Panama City, Florida, on the one hand, and, on the other, points in New York on, north and west of a line commencing at the New York-Pennsylvania state line on NY St. Hwy 305, thence north on NY ST. Hwy 305 to the jct. of NY St. Hwy 17, thence east on NY St. Hwy 17 to the jct. of NY St. Hwy 21, thence north and east on NY St. Hwy 21 to the jct. of NY St. Hwy 36, thence north on NY St. Hwy 36 to the jct. of NY St. Hwy 70, thence east on NY St. Hwy 70 to the jct. of U.S. Hwy 15, thence northwest on U.S. Hwy 15 to the jct. of on NY St. Hwy 14A to the jct. of NY St. Hwy 371 to the jct. of NY St. Hwy 245, thence northeast on NY St. Hwy 245 to the jct. of NY St. Hwy. 14A, thence north on NY St. Hwy 14A to the jct. of NY St. Hwy 5, thence east and north of NY St. Hwy 5 to the jct. of NY St. Hwy 8, thence northeast on NY St. Hwy 8 to the jct. of NY St. Hwy 28, thence west and north and east on NY St. Hwy 28 to the jct. of NY St. Hwy 30, thence north on NY St. Hwy 30 to the jct. of NY St. Hwy 3, thence northeast on NY St. Hwy 3 to its terminus at Plattsburgh, New York;

(58) (e) Between points in Florida on, south and west of a line commencing at the Florida-Alabama state line on U.S. Hwy 331, thence south on U.S. Hwy 331 to the jct. of U.S. Hwy 98, thence southeast on U.S. Hwy 98 to the terminus at Panama City, Florida, on the one hand, and, on the other, points in West Virginia on and north of a line commencing at the Ohio-West Virginia state line on Interstate–70, thence east on I–70 to the Pennsylvania-West Virginia state line,

(59) (a) Between points in Georgia on and northeast of a line commencing at the Georgia-Alabama state line on GA St. Hwy 48, thence east on GA St. Hwy 48 to the jct. of U.S. Hwy 27, thence southeast on U.S. Hwy 27 to the jct. of GA St. Hwy 20, thence south on GA St. Hwy 20 to the jct. of U.S. Hwy 41, thence southeast on U.S. Hwy 41 to the jct. of U.S. Hwy 278, thence southeast on U.S. Hwy 278 to the jct. of GA ST. Hwy 24, thence southeast on GA St. Hwy 24 to the jct. of U.S. Hwy 1, thence south on U.S. Hwy 1 to the jct. of U.S. Hwy 80, thence southeast on U.S. Hwy 80 to, and including, Savannah Beach, Georgia, on the one hand, and, on the other, points in New Mexico on, north and west of a line commencing at the New Mexico-Colorado state line on U.S. Hwy 85, thence southwest on U.S. Hwy 85 to the jct. of U.S. Hwy 60, thence west on U.S. Hwy 60 to the jct. of NM St. Hwy 12, thence southwest on NM ST. Hwy 12 to the jct. of U.S. Hwy 180, thence west on U.S. Hwy 180 to the New Mexico-Arizona state line;

(59) (b) Between points in Georgia on, north and west of a line commencing at the Georgia-Tennessee state line on U.S. Hwy 27, thence south on U.S. Hwy 27 to the jct. of U.S. Hwy 278, thence west on U.S. Hwy 278 to the Alabama-Georgia state line; and the point of Columbus, Georgia, on the one hand, and, on the other, points in New York on, north and west of a line commencing at Sackets Harbor on NY St. Hwy 3, thence east on NY St. Hwy 3 to the jct. of NY St. Hwy 30, thence north on NY St. Hwy 30 to the jct. of U.S. Hwy 11, thence east on U.S. Hwy 11 to its terminus at Rouses Point, New York;

(60) (a) (i) Between points in Idaho, on the one hand, and, on the other, points in Illinois on, south and east of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy 120 to the jct. of IL St. Hwy 63, thence south on IL ST. Hwy 63 to the jct. of IL ST. Hwy 31, thence south on IL St. Hwy 31 to the jct. of IL St. Hwy 71, thence south on IL ST. Hwy 71 to the jct. of IL St. Hwy 23, thence south on IL St. Hwy 23 to the jct. of IL St. Hwy 17, thence west on IL St. Hwy 17 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 116, thence west on IL ST. Hwy 116 to south on U.S. Hwy 51 to the Mississippi-Louisiana state line;

(60) (e) Between points in Idaho, on the one hand, and, on the other, points in Missouri on and east of a line commencing at the Missouri-Illinois state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of I–270, thence west on I–270 to the jct. of I–244, thence south on I–244 to the jct. of I–55, thence south on I–55 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Missouri-Arkansas state line;

(60) (f) (i) Between points in Idaho on, south and west of a line commencing at the Idaho-Oregon state line on Interstate Highway 80N, thence southeast on Interstate Hwy. 80N to the Interchange on U.S. Hwy. 93, thence south on U.S. Hwy. 93 to the Idaho-Nevada state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Wisconsin-Illinois state line on U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the junction of WI ST Hwy. 26, thence north on WI ST Hwy. 26 to the junction of WI ST Hwy. 109, thence north on WI ST Hwy. 109 to the junction of WI ST Hwy. 67, thence north on WI ST Hwy. 67 to the junction of U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the junction of U.S. Hwy. 151, thence north on U.S. Hwy. 151 to the junction of WI ST Hwy. 57, thence north on WI ST Hwy. 57 to a terminus at Green Bay, Wisconsin;

(60) (f) (ii) Between points in Idaho (except points in the counties of Boundary, Fremont, and Idaho), on the one hand, and, on the other, Kenosha, Wisconsin;

(61) (a) (i) Between points in Illinois on and east of a line commencing at Chicago, Illinois, thence north on I–94 to the jct. of IL St. Hwy 43, thence north on IL St. Hwy 43 to the jct. of IL St. Hwy 120, thence east on IL St. Hwy 120 to Waukegan, Illinois, on the one hand, and, on the other, points in Illinois on and south of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy 133, thence west on IL St. Hwy 133 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of IL ST. Hwy 16, thence east on IL St. Hwy 16 to Hardin, Illinois, thence south from Hardin, Illinois on Hardin-Batchtown Rd to the terminus at Batchtown, Illinois;

(61) (a) (ii) Between points in Illinois on and southwest of a line commencing at East St. Louis, Illinois, thence south on IL St. Hwy 13 to the jct. of IL St. Hwy 154, thence east on IL St. Hwy 154 to the jct. of IL St. Hwy 183, thence east on IL St. Hwy 183 to the jct. of IL St. Hwy 37, thence south on IL St. Hwy 37 to the jct. of IL St. Hwy 34, thence east on IL St. Hwy 34 to the jct. of IL St. Hwy 13, thence east on IL St. Hwy 13 to the Illinois-Kentucky state line, on the one hand, and on the other, points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 12, thence south on U.S. Hwy 12 to the jct. of IL St. Hwy 31, thence south on IL St. Hwy 31 to the jct. of U.S. Hwy 20, thence south on U.S. Hwy 20 to the jct. of IL St. Hwy 53, thence south on IL St. Hwy 53 to the jct. of U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy 16, thence east on IL

St. Hwy 16 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Indiana state line;

(61) (a) (iii) Between points in Illinois on, north and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of I–90, thence east on I–90 to the jct. of IL St. Hwy 23, thence south on IL St. Hwy 23 to the jct. of IL St. Hwy 38, thence east on IL St. Hwy 38 to the jct. of IL St. Hwy 31, thence south on IL St. Hwy 31 to the jct. of U.S. Hwy 30, thence south on U.S. Hwy 30 to the jct. of IL St. Hwy 53, thence south on IL St. Hwy 53 to the jct. of IL St. Hwy 102, thence south on IL St. Hwy 102 to the jct. of U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Illinois on and southeast of a line commencing at the Illinois-Indiana state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IL St. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to Flora, Illinois, thence east from Flora, Illinois on U.S. Hwy 50 to the jct of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 15, thence west on IL St. Hwy 15 to the jct. of I–57, thence south on I–57 to the jct. of IL St. Hwy 146, thence west on IL St. Hwy 146 to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 60, thence south on U.S. Hwy 60 to the Illinois-Missouri state line;

(61) (a) (iv) Between points in Illinois on and north of a line commencing at the Iowa-Illinois state line on Interstate 74, thence east on I–74 to the jct. of I–80 thence east on I–80 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 18, thence east on IL St. Hwy 18 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL St. Hwy 47, thence north on IL St. Hwy 47 to the jct. of U.S. Hwy 66, thence north on U.S. Hwy 66 to the jct. of IL St. Hwy 53, thence north on IL St. Hwy 53 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct of U.S. Hwy 40, thence southwest on U.S. Hwy 40 to the jct. of IL St. Hwy 130, thence south on IL St. Hwy 130 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 142, thence south on IL St. Hwy 142 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the Illinois-Kentucky state line;

(61) (a) (v) Between Quincy, Illinois, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Indiana-Illinois state line on IL ST Hwy. 9, thence west on IL ST Hwy. 9 to the jct. of IL ST Hwy. 1, thence south on IL ST Hwy. 1 to the jct. of IL ST Hwy. 16, thence west on IL ST Hwy. 16 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of IL ST Hwy. 1, thence south on IL ST Hwy. 1 to the jct. of IL ST Hwy. 15, thence east on IL ST Hwy. 15 to the Illinois-Indiana state line;

(61) (a) (vi) Between points in Illinois on and north of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 54, thence northeast on U.S. Hwy. 54 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL ST Hwy. 54, thence northeast on IL ST Hwy. 54 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL ST Hwy. 1, thence south on IL ST Hwy. 1 to the jct. with an unmarked highway which passes through or near Logan, Illinois, thence east on that unmarked highway which passes through or near Logan, Illinois to the Illinois-Indiana state line at or near St. Bernice, Indiana, on the one hand, and, on the other, points in Illinois on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy. 150, thence west on U.S. Hwy. 150 to the jct. of IL ST Hwy. 133, thence west on IL ST Hwy. 133 to Redmon, Illinois, thence east on IL ST Hwy. 133 from Redmon, Illinois to the jct. of IL ST Hwy. 1, thence south on IL ST Hwy. 1 to the jct. of IL ST Hwy. 33, thence west on IL ST Hwy. 33 to Robinson, Illinois, thence east on IL ST Hwy. 33 from Robinson, Illinois to the jct. of IL ST Hwy. 1, thence south on IL ST Hwy. 1 to the jct. of IL ST Hwy. 15, thence east on IL ST Hwy. 15 to the Illinois-Indiana state line;

(61) (a) (vii) Between Urbana and Champaign, Illinois, on the one hand, and, on the other, points in Illinois on and south of a line commencing at the Illinois-Missouri state line on IL ST Hwy. 150, thence north on IL ST Hwy. 150 the jct. of IL ST. Hwy. 3, thence south on IL ST Hwy. 3 to the jct. of U.S. Hwy. 146, thence east on IL ST Hwy. 146 to the jct. of U.S. Hwy. 45, thence north on U.S. Hwy. 45 to the jct. of IL ST Hwy. 1, thence north on IL ST Hwy. 1 to the jct. of U.S. Hwy. 150, thence east on U.S. Hwy. 150 to the Indiana-Illinois state line;

(61) (b) (i) Between points in Illinois on and northwest of a line commencing at Chicago, Illinois, thence south on IL ST. Hwy. 1 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy 121, thence northwest on IL St. Hwy 121 to the jct. of IL ST. Hwy. 10, thence northwest on IL ST. Hwy. 10 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the Illinois-Iowa state line, on the one hand, and, on the other, points in Indiana on and south of a line commencing at the Indiana-Kentucky state line on IN St. Hwy 7, thence north on IN St. Hwy 7 to the jct. of IN St. Hwy 250, thence west on IN St. Hwy 250 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of IN St. Hwy 135, thence north on IN St. Hwy 135 to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of IN ST. Hwy 59, thence north on IN St. Hwy 59 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 150, thence north on U.S. Hwy 150 to the Illinois-Indiana state line;

(61) (b) (ii) Between points in Illinois on and southwest of a line commencing at Batchtown, Illinois, thence east from Batchtown, Illinois over an unmarked Hwy to the jct. of an unmarked Hwy which proceeds north to Hardin, Illinois, thence east from Hardin, Illinois on IL St. Hwy 16 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of IL St. Hwy 15, thence south on IL St. Hwy 15 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Indiana on and northeast of a line commencing at the Ohio-Indiana state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 421, thence north on U.S. Hwy 421 to the jct of I–65, thence north on I–65 to the jct. of U.S. Hwy 52, thence north on U.S. Hwy 52 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 152, thence north on IN ST. Hwy 152 to the jct. of IN ST. Hwy 912, thence east on IN St. Hwy 912 to Indiana Harbor, Indiana;

(61) (b) (iii) Between points in Illinois on and west of a line commencing at the Illinois-Iowa state line on U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of IL ST. Hwy 84, thence south on IL St. Hwy 84 to the jct. of I–80, thence east on I–80 on I–74 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IL ST. Hwy 133, thence east on IL St. Hwy 133 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Indiana on and east of a line commencing at the Indiana-Ohio state line on IN St. Hwy 32, thence west on IN ST. Hwy 32 to Noblesville, Indiana, thence east on IN St. Hwy 32 from Noblesville, Indiana to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of I–69, thence south on I–69 to the jct. of I–465, thence west on I–465 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to New Winchester, Indiana, thence east on U.S. Hwy 36 from New Winchester, Indiana to the jct. of I–465, thence south on I–465 to the jct. of IN ST. Hwy 37, thence south on IN St. Hwy 37 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IN ST. Hwy 39, thence south on IN St. Hwy 39 to the jct. of IN St. Hwy 256, thence east on IN St. Hwy 256 to the jct. of IN ST. Hwy 7, thence south on IN St. Hwy 7 to the Indiana-Kentucky state line;

(61) (c) (i) Between points in Illinois on, east and south of a line commencing at the Illinois-Indiana state line on U.S. Hwy 136, thence west on U.S. Hwy 136 to

the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of IL ST. Hwy 133, thence west on IL ST. Hwy 133 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 14, thence west on IL ST. Hwy 14 to the jct. of IL St. Hwy 37, thence south on IL ST. Hwy 37 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in Iowa on and north of a line commencing at Dubuque, Iowa, thence west on U.S. Hwy 20 to, and including, Sioux City, Iowa;

(61) (c) (ii) Between points in Illinois on, east and south of a line commencing at the Illinois-Indiana state line on U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of U.S. Hwy 150, thence west on U.S. Hwy 150 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IL St. Hwy 140, thence west on IL ST. Hwy 140 to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, Larchwood, Iowa;

(61) (c) (iii) Between points in Illinois on and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy 16, thence southwest on IL St. Hwy 16 to the jct. of IL ST. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Iowa;

(61) (d) (i) Between points in Illinois on, east and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of IL St. Hwy 50, thence south on IL St. Hwy 50 to the jct. of IL ST. Hwy 49, thence south of IL St. Hwy 49 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 121, thence south and east on IL St. Hwy 121 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Kansas;

(61) (d) (ii) Between points in Illinois on and east of a line commencing at a Wisconsin-Illinois state line on U.S. Hwy 12, thence south on U.S. Hwy 12 to the jct. of IL St. Hwy 31, thence south on IL St. Hwy 31 to the jct. of IL St. Hwy 120, thence west on IL St. Hwy 120 to the jct. of U.S. Hwy 14, thence southeast on U.S. Hwy 14 to the jct. of IL St. Hwy 31, thence south on IL St. Hwy 31 to the jct. of U.S. Hwy 30 thence south on U.S. Hwy 30 to the jct. of U.S. Hwy 52, thence south on U.S. Hwy 52 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL St. Hwy 114, thence east on IL St. Hwy 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Kansas on and south of a line commencing at the Colorado-Kansas state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of KS St. Hwy 27, thence south on KS St. Hwy 27 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to Junction City, Kansas, thence south and east on U.S. Hwy 40 to the jct. of U.S. Hwy 77, thence south on U.S. Hwy 77 to the jct. of KS St. Hwy 150, thence east on KS St. Hwy 150 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of KS St. Hwy 150, thence east on east on KS ST. Hwy 57 to the jct. of U.S. Hwy 169, thence south on U.S. Hwy 169 to the jct. of U.S. Hwy 54, thence east on U.S. Hwy 54 to the jct. of U.S. Hwy 59, thence north on U.S. Hwy 59 to the jct. of KS ST. Hwy 52, thence east on KS St. Hwy 52 to the Kansas-Missouri state line;

(61) (d) (iii) Between points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on U.S. Hwy 14, thence south on U.S. Hwy 14 to the jct. of IL St. Hwy 23, thence south on IL ST. Hwy 23 to the jct. of U.S. Hwy 34, thence west on U.S. Hwy 34 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 66, thence southwest on U.S. Hwy 66 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to Pana, Illinois, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of IL St. Hwy 141, thence east on IL St. Hwy 141 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Kansas on, south and west of a line commencing at the Colorado-Kansas state line on KS St. Hwy 96, thence east on KS St. Hwy 96 to the jct. of KS St. Hwy 27, thence south on KS St. Hwy 27 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 83, thence south on U.S. Hwy 83 at the Kansas-Oklahoma state line;

(61) (e) (i) Between points in Illinois on, north and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of IL St. Hwy 97, thence south on IL St. Hwy 97 to the jct. of U.S. Hwy 136, thence southeast on U.S. Hwy 136 to the jct. of IL St. Hwy 10, thence southeast on IL St. Hwy 10 to the jct. of IL St' Hwy 121, thence southeast on IL St. Hwy 121 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Louisiana;

(61) (e) (ii) Between points in Illinois on, north and east of a line commencing at the Missouri-Illinois state line on U.S. Hwy 36, thence southeast on U.S. Hwy 36 to the jct. of IL St. Hwy 104, thence southeast on IL St. Hwy 104 to the jct. of U.S. Hwy 66, thence south on U.S. Hwy 66 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 185, thence southeast on IL St. Hwy 185 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the jct. of IL St. 33, thence southeast on IL St. Hwy 33 to the jct. of IL ST. Hwy 130, thence southeast on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IL St. Hwy 250, thence east on IL St. Hwy 250 to the jct. of IL St. Hwy 1, thence north on IL St. Hwy 1 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Louisiana on, south, and east of a line commencing at Theriot, Louisiana, thence northeast on LA St. Hwy 315 to the jct. of U.S. Hwy 90, thence northeast on U.S. Hwy 90 to the jct. of LA St. Hwy 39, thence southeast on LA St. Hwy 39 to the jct. of LA St. Hwy 46, thence east on LA St. Hwy 46 to the terminus of Shell Beach, Louisiana (Lake Borgne);

(61) (f) (i) Between points in Illinois, on the one hand, and, on the other, points in Maryland on and north of a line commencing at the Pennsylvania-Maryland state line on U.S. Hwy 219, thence southwest on U.S. Hwy 219 to the jct. of MD St. Hwy 42, thence north on MD St. Hwy 42 to the Pennsylvania-Maryland state line; and points in Maryland on, north and east of a line commencing at the Pennsylvania-Maryland state line on U.S. Hwy 15, thence south on U.S. Hwy 15 to the jct. of I-70N, thence southeast on I-70N to the jct. of U.S. Hwy 1, thence southwest on U.S. Hwy 1 to the Maryland-District of Columbia state line;

(61) (f) (ii) Between points in Illinois on, south and west of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy 120 to the jct. of U.S. Hwy 41, thence southeast on U.S. Hwy 41 to the jct. of IL St. Hwy 68, thence west on IL St. Hwy 68 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Maryland;

(61) (g) (i) Between points in Illinois, on the one hand, and, on the other, points in Massachusetts on and east of a line commencing at the New Hampshire-Massachusetts state line on MA St. Hwy 32, thence south on MA ST. Hwy 32 to the Massachusetts-Connecticut state line;

(61) (g) (ii) Between points in Illinois on, west and south of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of I-90, thence east on I-90 to the jct. of IL ST. Hwy 25, thence south on IL ST. Hwy 25 to the jct. of U.S. Hwy 30, thence southeast on U.S. Hwy 30 to the jct of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of IL St. Hwy 140, thence east on IL ST. Hwy 17 to the Illinois-Indiana

state line, on the one hand, and, on the other, points in Massachusetts;

(61) (h) (i) Between points in Illinois on and south of a line commencing at the Missouri-Illinois state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the on IL ST. Hwy 140 to the jct. of IL St. jct. of IL St. Hwy 240, thence east Hwy 4, thence north on IL ST. Hwy 4 to the jct. of IL St. Hwy 16, thence northeast on IL St. Hwy 16 to the jct. of U.S. Hwy 66, thence north on U.S. Hwy 66 to the jct. of IL St. Hwy 48, thence northeast on IL ST. Hwy 48 to the jct. of IL ST. Hwy 29, thence west on IL St. Hwy 29 to Taylorville, Illinois, thence east and southeast on IL ST. Hwy 29 to the jct. of IL St. Hwy 16, thence east on IL ST. Hwy 16 to the jct. of IL ST. Hwy 32, thence north on IL ST. Hwy 32 to the jct. of IL ST. Hwy 133, thence east on IL ST. Hwy 133 to the jct. of U.S. Hwy 45, thence north on U.S. Hwy 45 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Michigan;

(61) (h) (ii) Between points in Illinois on and south of a line commencing at the Missouri-Illinois state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IL ST. Hwy 104, thence east on IL St. Hwy 104 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IL St. Hwy 47, thence northeast on IL ST Hwy 47 to the jct. of IL St. Hwy 10, thence east on IL St. Hwy 10 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the Illinois-Indiana state line, on the one hand, and, on the other, points in the lower peninsula of Michigan on and northeast of a line commencing at Detroit, Michigan, thence northwest on MI St. Hwy 1 to the jct. of U.S. Hwy 10 thence northwest on U.S. Hwy 10 to the jct. of MI St. Hwy 46, thence west on MI St. Hwy 46 to the jct. of U.S. Hwy 27, thence north on U.S. Hwy 27 to the jct. of U.S. Hwy 10, thence west on U.S. Hwy 10 to Ludington, Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at Blaney Park, Michigan, thence north on MI St. Hwy 77 to Grand Marais, Michigan;

(61) (i) (i) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on I-74, thence west on I-74 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL ST. Hwy 49, thence south on IL ST. Hwy 49 to the jct. of IL St. Hwy 16, thence southwest on IL ST. Hwy 16 to the jct. of IL St. Hwy 32, thence south on IL ST. Hwy 32 to the jct. of IL ST. Hwy 33, thence southeast on IL St. Hwy 33 to the jct. of IL ST. Hwy 37, thence southwest on IL ST. Hwy 37 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Kentucky state line, on the one hand, and, on the other points in Minnesota;

(61) (i) (ii) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy 9, thence west on IL ST. Hwy 9 to the jct. of IL ST. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of IL ST. Hwy 49, thence south on IL St. Hwy 49 to the jct. of U.S. Hwy 150, thence west on U.S. Hwy 150 to the jct. of IL ST. Hwy 10, thence west on IL St. Hwy 10 to the jct. of IL St. Hwy 47, thence southwest on IL St. Hwy 47 to the jct. of IL St. Hwy 48, thence southwest on IL ST. Hwy 48 to the jct. of U.S. Hwy 66, thence south on U.S. Hwy 66 to the jct. of IL ST. Hwy 140, thence west on IL ST. Hwy 140 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Minnesota on and north of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 2, thence west on U.S. Hwy 2 to the Minnesota-North Dakota state line;

(61) (i) (iii) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy 24, thence west of U.S. Hwy 24 to the jct. of IL St. Hwy 1, thence south on IL ST. Hwy 1 to the jct. of IL St. Hwy 9, thence west on IL ST. Hwy 9 to the jct. of IL ST. Hwy 54, thence southwest on IL St. Hwy 54 to the jct. of I-55, thence south on I-55 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL ST. Hwy 4, thence south on IL St. Hy 4 to the jct. of IL ST. Hwy 16, thence west on IL St Hwy 16 to Hardin, Illinois, on the one hand, and, on the other, points in Minnesota on and north of a line commencing at the United States-Canada border line on MN ST. Hwy 313, thence south on MN St. Hwy 313 to the jct. of MN St. Hwy 11, thence east on MN ST. Hwy 11 to the its terminus at Island View, Minnesota; and the points of St. Vincent, and Grand Portage, Minnesota;

(61) (j) (i) Between points in Illinois on, north, and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of IL St. Hwy 97, thence south on IL St. Hwy 97 to the jct. of IL St. Hwy 9, thence east on IL ST. Hwy 9 to the jct. of IL ST. Hwy 121, thence south on IL St. Hwy 121 to the jct. of IL St. Hwy 32, thence south on IL ST. Hwy 32 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL ST. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Mississippi;

(61) (j) (ii) Between points in Illinois on and north of a line commencing at the Iowa-Illinois state line on IL St. Hwy 9, thence east on IL ST. Hwy 9 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of IL ST. Hwy 125, thence east on IL St. Hwy 125 to the jct. of IL St. Hwy 97, thence east on IL St. Hwy 97 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of IL St. Hwy 33, thence east on IL St. Hwy 33 to Palestine, Illinois, on the one hand, and, on the other, points in Mississippi on and south of a line commencing at the Louisiana-Mississippi state line on U.S. Hwy 80, thence east on U.S. Hwy 80 to the Mississippi-Alabama state line;

(61) (j) (iii) Between points in Illinois on and north of a line commencing at the Missouri-Illinois state line at Quincy, Illinois, thence southeast on IL ST. Hwy 104 to the jct. of IL ST. Hwy 111, thence south on IL St. Hwy 111 to the jct. of IL St. Hwy 108, thence east on IL ST. Hwy 108 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL ST. Hwy 185, thence southeast on IL St. Hwy 185 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the jct. of IL St. Hwy 33, thence southeast on IL St. Hwy 33 to the jct. of IL St. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other, Gulfport, Mississippi;

(61) (k) (i) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Missouri;

(61) (k) (ii) Between points in Illinois on, north and west of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of U.S. Hwy 66, thence southwest on U.S. Hwy 66 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL ST. Hwy 16, thence east on IL St Hwy 16 to the jct. of IL St. Hwy 130, thence south on IL ST. Hwy 130 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of IL ST. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy 33, thence east on IL St. Hwy 33 to the jct. of IL St. Hwy 1, thence south on IL ST. Hwy 1 to the jct. of IL ST. Hwy 15, thence east on IL ST. Hwy 15 to the Illinois-Indiana state line, on the one hand, and, on the other, Joplin, Missouri;

(61) (k) (iii) Between points in Illinois on and east of a line commencing at Waukegan, Illinois, thence west on IL ST. Hwy 120 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL ST. Hwy 49, thence south on IL St. Hwy 49 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Missouri on, south and west of a line commencing at the Missouri-Iowa state line on U.S. Hwy 65, thence south and east on U.S. Hwy 65 to the jct. of I-70,

thence east on I–70 to the jct. of MO St. Hwy 47, thence southeast on MO St Hwy 47 to the jct. of MO St. Hwy 100, thence east on MO St. Hwy 100 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to the Missouri-Illinois state line;

(61) (l) (i) Between points in Illinois on, south and east of a line commencing at the Illinois-Missouri state line on US Hwy 67, thence north on US Hwy 67 to the jct. of IL St. Hwy 111, thence north on IL St. Hwy 111 to the jct of IL St Hwy 104, thence east on IL St Hwy 104 to the jct of IL St Hwy 4, thence north on IL St Hwy 4 to the jct of US Hwy 36, thence northeast on US Hwy 36 to the jct. of US Hwy 66, thence northeast on US Hwy 66 to the jct of IL St Hwy 17, thence east on IL St Hwy. 17 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Montana;

(61) (l) (ii) Between points in Illinois on and southeast of a line commencing at the Illinois-Missouri state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of IL St. Hwy 267, thence north on IL St. Hwy. 267 to the jct. of U.S. Hwy. 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy 29, thence north on IL St. Hwy 29 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to the jct. of IL St. Hwy 23, thence north on IL St. Hwy 23 to the jct. of IL St. Hwy 18, thence east on IL ST. Hwy 18 to the jct. of IL St. Hwy 17, thence east on IL ST. Hwy 17 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to Chicago, Illinois, on the one hand, and, on the other, points in Montana on and west of a line commencing at the United States-Canadian border on U.S. Hwy 91, thence south on U.S. Hwy 91 to the jct. of U.S. Hwy 12, thence east on U.S. Hwy 12 to the jct of U.S. Hwy 191, thence south on U.S. Hwy 191 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to Billings, Montana, thence west on U.S. Hwy 10 to the jct. of U.S. Hwy 212, thence south on U.S. Hwy 212 to the Montana-Wyoming state line;

(61) (l) (iii) Between points in Illinois on and southeast of a line commencing at the Illinois-Missouri state line on U.S. Hwy 54, thence northeast on U.S. Hwy 54 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IL St. Hy 100, thence north on IL St. Hwy 100 to the jct. of U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 24, thence northeast on U.S. Hwy 24 to the jct. of IL St. Hwy 29, thence north on IL St. Hwy 29 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of IL St. Hwy 25, thence north on IL St. Hwy 25 to the jct. of IL St. Hwy 58, thence east on IL St. Hwy 58 to the jct. of IL ST. Hwy 43, thence north on IL ST. Hwy 43 to the jct. of IL St. Hwy 22, thence east on IL St. Hwy 22 to the terminus of IL St. Hwy 22 at Highwood, Illinois, on the one hand, and, on the other, points in Montana on and west of a line commencing at the United States-Canadian border on U.S. Hwy 93, thence south on U.S. Hwy 93 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to the jct. of U.S. Hwy 12, thence southwest on U.S. Hwy 12 to the Idaho-Montana state line;

(61) (m) (i) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on IL ST. Hwy. 9, thence west on IL ST. Hwy. 9 to the jct. of IL ST. Hwy 1, thence south on IL ST. Hwy. 1 to the jct. of U.S. Hwy. 150, thence west on U.S. Hwy 150 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IL ST. Hwy. 130, thence south on IL ST. Hwy. 130 to the jct. of IL ST. Hwy. 1, thence southwest on IL ST. Hwy. 1 to the jct. of I–64, thence east on I–64 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Nebraska;

(61) (m) (ii) Between points in Illinois on, south and east of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy. 120 to the jct. of IL ST. Hwy. 21, thence south of IL St. Hwy. 21 to the jct. of IL St. Hwy. 68, thence west on IL St. Hwy. 68 to the jct of IL St. Hwy. 53, thence south on IL ST. Hwy 53 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy 51 to the jct. of IL ST. Hwy. 161, thence east on IL ST. Hwy. 161 to the jct. of I–57, thence south on I–57 to the jct. of U.S. Hwy. 51, thence southeast on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, Haigler, Nebraska;

(61) (m) (iii) Between points in Illinois on, south and east of a line commencing at Chicago, Illinois, thence southwest on U.S. Hwy 66 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of I–57, thence south on I–57 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IL ST Hwy 130, thence south on IL St. Hwy 130 to the jct. of IL ST. Hwy 1, thence south on IL St. Hwy 1 to the jct. of I–64, thence east on I–64 to the Illinois-Indiana state line, on the one hand, and, on the other, (A) points in Nebraska on, south and west of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy 26, thence southeast on U.S. Hwy 26 to the jct. of NE St. Hwy 71, thence south on NE ST. Hwy 71 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of NE ST. Hwy 19, thence south on NE St. Hwy 19 to the Nebraska-Colorado state line, (B) and points in Nebraska on, south and east of a line commencing at the Nebraska-Colorado state line on U.S. Hwy 34, thence northeast on U.S. Hwy 34 to the jct. of U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of NE St. Hwy 89, thence northeast on NE ST. Hwy 89 to the jct. of U.S. Hwy 183, thence south on U.S. Hwy 183 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of NE St. Hwy 14, thence south on NE St. Hwy 14 to the Nebraska-Kansas state line; (C) and points in Nebraska on, south and east of a line commencing at the Nebraska-Kansas state line on U.S. Hwy 75, thence north on U.S. Hwy 75 to the jct. of U.S. Hwy 73, thence southeast on U.S. Hwy 73 to the jct. of NE St. Hwy 4, thence east on NE St. Hwy 4 to the Nebraska-Missouri state line;

(61) (n) (i) Between points in Illinois on and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy 54, thence northeast on U. S. Hwy. 54 to the jct. of U. S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL ST Hwy. 107, thence north on IL ST Hwy. 107 to the jct. of U. S. Hwy. 24, thence west on U. S. Hwy 24 to Camp Point, Illinois, thence east on U. S. Hwy. 24 to the jct. of IL ST Hwy. 94, thence north on IL ST Hwy. 94 to the jct. of U. S. Hwy. 136, thence west on U. S. Hwy. 136 to the Illinois-Iowa state line, on the one hand, and, on the other, Searchlight, Nevada;

(61) (n) (ii) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL ST Hwy. 2, thence south on IL ST Hwy. 2 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL ST Hwy. County, New Mexico);

(61) (q) (i) Between points in Illinois, on the one hand, and, on the other, points in New York on, south and east of a line commencing at the New Jersey-New York state line on U.S. Hwy. 202, thence north and east on U.S. Hwy. 202 to the jct. of NY ST Hwy. 22, thence north on NY ST Hwy. 22 to the jct. of NY ST Hwy. 55, thence west on NY ST Hwy. 55 to the jct. of U.S. Hwy. 9W, thence north on U.S. Hwy. 9W to the jct. of NY ST Hwy. 32, thence west on NY ST Hwy. 32 to Kington, New York, thence east and north on NY ST Hwy. 32 to the jct. of NY ST Hwy. 199, thence east on NY ST Hwy. 199 to the jct. of U.S. Hwy. 44, thence east on U.S. Hwy. 44 to the Connecticut-New York state line;

(61) (q) (ii) Between points in Illinois on, south and west of a line commencing at the Illinois-Indiana state line on IL ST Hwy. 9, thence west on IL ST hwy. 9 to the jct. of IL ST Hwy. 47, thence north on IL ST Hwy. 47 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of IL ST Hwy. 17, thence west on IL ST Hwy. 17 to the jct. of U.S. Hwy. 150, thence north on U.S. Hwy. 150 to the jct. of IL ST Hwy. 92, thence east on IL ST Hwy. 92 to the jct. of IL ST Hwy. 84, thence northeast on IL ST Hwy. 84 to the jct. of I–80, thence northwest on I–80 to the Illinois-Iowa state line, on the one hand, and, on the other, points in New York;

(61) (q) (iii) Between points in Illinois on, south and west of a line commencing at the Illinois-Indiana state line on IL ST Hwy. 114, thence west on IL ST Hwy. 114 to the jct. of IL ST Hwy. 17, thence south and west on IL ST Hwy. 17 to the jct. of U. S. Hwy. 52, thence north and west on U. S. Hwy. 52 to the jct. of U. S. Hwy. 30, thence northwest on U. S. Hwy. 30 to the jct. of IL ST Hwy. 31, thence north on IL ST Hwy. 31 to the jct. of IL ST Hwy. 56, thence west on IL ST Hwy. 56 to the jct. of IL ST Hwy. 47, thence north on IL ST Hwy. 47 to the jct. of IL

ST Hwy. 38, thence west on IL ST Hwy. 38 to the jct. of U. S. Hwy. 51, thence north on U. S. Hwy. 51 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in New York on and east of a line commencing at the New York-Pennsylvania state line on U. S. Hwy. 209, thence northeast on U. S. Hwy. 209 to the jct. of I–87, thence north on I–87 to the jct. of U. S. Hwy. 9 near Underwood, New York, thence northwest on U. S. Hwy. 9 to the jct. of NY ST Hwy 73, thence north and west on NY ST Hwy. 73 to the jct. of NY ST Hwy. 86, thence west on NY ST Hwy. 86 to the jct. of NY ST Hwy. 3, thence south and west on NY ST Hwy 3 to the jct. of NY ST Hwy. 56, thence north on NY ST Hwy. 56 to the jct. of NY ST Hwy. 37, thence northeast on NY ST Hwy. 37 to the terminus at Rooseveltown, New York;

(61) (r) (i) Between points in Illinois on, south and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 4, thence north on IL St. Hwy 4 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Business Route 66, thence north on U.S. Business Route 66 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of IL St. Hwy 9, thence east on IL St. Hwy 9 to the jct. of IL ST. Hwy 54, thence northeast on IL St. Hwy 54 to the jct. of U.S. Hwy 45, thence north and east on U.S. Hwy 45 to the jct. of U.S. Hwy 52, thence east and southeast on U.S. Hwy on the one hand, and, on the other, points in North Dakota on and west of a line commencing at the United States-Canadian border on U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of ND St. Hwy 6, (north of Bismarck, North Dakota), thence south on ND St. Hwy 6 to the jct. of ND St. Hwy 21, thence west on ND St. Hwy 21 to the jct. of ND St. Hwy 8, thence south on ND St. Hwy 8 to the jct. of U.S. Hwy 12, thence southeast on U.S. Hwy 12 to the North Dakota-South Dakota state line;

(61) (r) (ii) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy 9, thence west on IL St. Hwy 9 to the jct. of IL St. Hwy 54, thence southwest on IL St. Hwy 54 to the jct. of IL St. Hwy 48, thence south and southwest on IL St. Hwy 48 to the jct. of U.S. Hwy 66, thence south on U.S. Hwy 66 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to the jct. of IL St. Hwy 159, thence south on IL St. Hwy 159 to the jct. of U.S. Business Route 40, thence southwest on U.S. Business Route 40 to the jct. of IL St. Hwy 3, thence south on IL ST. Hwy 3 to the jct. of U.S. Hwy 50 by-pass, thence south and west on U.S. Hwy 50 by-pass to the Illinois-Missouri State line, on the one hand, and, on the other, points in North Dakota on, north and west of a line commencing at Wahpeton, North Dakota, thence south on U.S. Hwy 81 to the jct. of ND St. Hwy 11, thence west on ND St. Hwy 11 to the jct. of ND St. Hwy 18, thence south on ND St. Hwy. 18 to the North Dakota-South Dakota state line;

(61) (s) (i) Between points in Illinois bounded on the north by a line commencing at the Illinois-Missouri state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 67, thence east on U.S. Hwy 67 to the jct. of IL St. Hwy 125, thence east on IL ST. Hwy 125 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the Illinois-Indiana state line, bounded on the east by the Illinois-Indiana state line, bounded on the south by a line commencing at the Illinois-Indiana state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 150, thence south on IL St. Hwy 150 to, and including, Chester, Illinois, and bounded on the west by the Illinois-Missouri state line, on the one hand, and, on the other, points in Ohio;

(61) (s) (ii) Between points in Illinois on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IL St. Hwy 37, thence southwest on IL ST. Hwy 37 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of IL ST. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL ST. Hwy 150, thence south on IL St. Hwy 150 to, and including, Chester, Illinois, on the one hand, and, on the other Aberdeen and Chesapeake, Ohio;

(61) (s) (iii) Between points in Illinois bounded on the north by a line commencing at the Illinois-Iowa state line on U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36, thence east on U.S. Hwy 36 to the Illinois-Indiana state line bounded on the east by the Illinois-Indiana state line, bounded on the south by a line commencing at the Illinois-Indiana state line 29, thence west on IL ST Hwy. 29 to jct. of IL ST Hwy. 89, thence south on IL ST Hwy. 89 to the jct. of IL ST Hwy. 116, thence southwest on IL ST Hwy. 116 to the jct. of I–74, thence northwest on I–74 to the jct. of IL ST Hwy. 78, thence south on IL ST Hwy. 78 to the jct. of U.S. Hwy. 24, thence southwest on U.S. Hwy. 24 to the jct. of IL ST Hwy. 99, thence southeast on IL ST Hwy. 99 to the jct. of IL ST Hwy. 104, thence east on IL ST Hwy. 104 to the jct. of IL ST Hwy. 100, thence south on IL ST Hwy. 100 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Nevada;

(61) (o) (i) Between points in Illinois, on the one hand, and, on the other, points in New Jersey on, south and east of a line commencing at the New Jersey-New York state line on U.S. Hwy. 202, thence south on U.S. Hwy. 202 to the jct. of U.S. Hwy. 46, thence west on U.S. Hwy. 46 to the jct. of NJ ST Hwy. 57, thence southwest on NJ ST Hwy. 57 to the New Jersey-Pennsylvania state line;

(61) (o) (ii) Between points in Illinois on, south and west of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 14, thence south on U.S. Hwy. 14 to the jct. of IL ST Hwy. 23, thence south on IL ST Hwy. 23 to the jct. of U.S. Hwy. 20, thence southeast on U.S. Hwy. 20 to the jct. of IL ST Hwy. 47, thence south on IL ST Hwy. 47 to the jct. of U.S. Hwy. 30, thence southeast on U.S. Hwy. 30 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of IL ST Hwy. 17, thence east on IL ST Hwy. 17 to the jct. of IL ST Hwy. 114, thence east on IL ST Hwy. 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in New Jersey;

(61) (p) (i) Between points in Illinois on and east of a line commencing at New Boston, Illinois, thence north and east on IL St. Hwy 17 to the jct. of IL ST Hwy. 94, thence south and west on IL ST Hwy. 94 to the jct. of IL ST Hwy. 116, thence south and east on IL ST Hwy. 116 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the jct. of U.S. Hwy. 24, thence southwest on U.S. Hwy. 24 to the jct. of IL ST Hwy. 99, thence southeast on IL ST Hwy. 99 to the jct. of IL ST Hwy. 104, thence east on IL ST Hwy. 104 to the jct. of IL ST Hwy. 100, thence south on IL ST Hwy. 100 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL ST Hwy. 106, thence south on IL ST Hwy 106 to the jct. of IL ST Hwy. 267, thence south and southeast on IL ST Hwy. 267 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Illinois-Missouri state line, on the one hand, and, on the other, Rodeo, New Mexico;

(61) (p) (ii) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL ST Hwy. 26, thence south on IL ST Hwy. 26 to the jct. of IL ST Hwy. 2, thence west on IL ST Hwy. 2 to the jct. of IL ST Hwy. 88, thence south on IL ST Hwy. 88 to the jct. of IL ST Hwy. 29, thence south on IL ST Hwy. 29 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL ST Hwy. 127, thence southeast on IL ST Hwy. 127 to the jct. of IL ST Hwy. 185, thence southeast on IL ST Hwy. 185 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL ST Hwy. 161, thence east on IL ST Hwy. 161 to the jct. of IL ST Hwy. 37, thence south on IL ST Hwy. 37 to the jct. of U.S. Hwy. 460, thence southeast on U.S. Hwy. 460 to the jct. of IL ST Hwy. 142, thence southeast on IL ST Hwy. 142 to the jct. of IL ST Hwy. 13, thence east on IL ST Hwy. 13 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in New Mexico (except those in Union U.S. Hwy 51 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161

to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 150, thence south on IL St. Hwy 150 to, and including Chester, Illinois, and bounded on the west by the Illinois-Missouri state line, on the one hand, and, on the other, points in Ohio on, south and east of a line commencing at Sandusky; Ohio, thence south on OH St. Hwy 4 to the jct. of OH St. Hwy 47, thence west on OH St. Hwy 47 to the Ohio-Indiana state line;

(61) (t) (i) Between points in Illinois on, north and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Oklahoma;

(61) (t) (ii) Between points in Illinois on, north and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of IL St. Hwy 78, thence south on IL ST. Hwy 78 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IL St. Hwy 10, thence southeast on IL ST. Hwy 10 to the jct. of IL St. Hwy 121, thence southeast on IL St. Hwy 121 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of IL ST. Hwy 33, thence east on IL ST. Hwy 33 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other Tom, Oklahoma;

(61) (t) (iii) Between points in Illinois on, north and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 78, thence south on IL St. Hwy 78 to the jct. of U.S. Hwy 20, thence west on U.S. Hwy 20 to the jct. of IL St. Hwy 84, thence south on IL ST. Hwy 84 to the jct. of IL St. Hwy 64, thence east on IL ST. Hwy 64 to the jct. of IL St. Hwy 78, thence south on IL ST. Hwy 78 to the jct. of U.S. Hwy 34, thence southwest on U.S. Hwy 34 to the jct. of I–74, thence southeast on I–74 to the jct. of IL ST. Hwy 97, thence south on IL St. Hwy 97 to the jct. of IL St. Hwy 29, thence southeast on IL ST. Hwy 29 to the jct. of IL St. Hwy 16, thence east on IL St. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL ST. Hwy 15, thence east on IL ST. Hwy 15 to Mount Carmel, Illinois, on the one hand, and, on the other, Hollis, Oklahoma;

(61) (t) (iv) Between points in Illinois on, north and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence south of U.S. Hwy 51 to the jct. of U.S. Hwy 6, thence west on U.S. Hwy 6 to the jct. of IL St. Hwy 89, thence south on IL ST. Hwy 89 to the jct. of IL St. Hwy 116, thence southwest on IL St. Hwy 116 to the jct. of I–74, thence southeast on I–74 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 185, thence southeast on IL St. Hwy 185 to the jct. of IL St. Hwy 37, thence south on IL St. Hwy 37 to the jct. of U.S. Hwy 460, thence southeast on U.S. Hwy 460 to the jct. of IL St. Hwy 142, thence south on IL St. Hwy 142 to the jct. of IL St. Hwy 13, thence east on IL St. Hwy 13 to the Illinois-Kentucky state line, on the one hand, and, on the other, Boise City, Oklahoma;

(61) (t) (v) Between points in Illinois on, north and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of I–74, thence southeast on I–74 to the jct. of IL St. Hwy 121, thence southeast on IL St. Hwy 121 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of IL St. Hwy 33, thence southeast on IL ST. Hwy 33 to the jct. of IL ST. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other points in Oklahoma on, south and west of a line commencing at the Oklahoma-Texas state line on U.S. Hwy 60, thence east on U.S. Hwy 60 to the jct. of U.S. Hwy 270, thence southeast on U.S. Hwy 270 to the jct of U.S. Hwy 69, thence south on U.S. Hwy 69 to the jct. of Indian Nation Turnpike; thence south on Indian Nation Turnpike to the jct. of U.S. Hwy 271, thence south on U.S. Hwy 271 to the Oklahoma-Texas state line;

(61) (u) (i) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of IL St. Hwy 2, thence west on IL St. Hwy 2 to the jct. of IL St. Hwy 88, thence south on IL St. Hwy 88 to the jct. of U.S. Hwy 34, thence southwest on U.S. Hwy 34 to the jct. of IL St. Hwy 78, thence south on IL St. Hwy 78 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Oregon;

(61) (u) (ii) Between points in Illinois on, east and south of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St Hwy 26 to the jct. of U.S. Hwy 52, thence west on U.S. Hwy 52 to the jct. of IL St. Hwy 84, thence south on IL St. Hwy 84 to the jct. of IL St. Hwy 92, thence west on IL St. Hwy 92 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of IL St. Hwy 61, thence south and west on IL St. Hwy 61 to the jct. of IL St. Hwy 96, thence south on IL St. Hwy 96 to the jct. of U.S. Hwy 24, thence west on U.S. Hwy 24 to the Missouri-Illinois state line, on the one hand, and, on the other, points in Oregon on and west of a line commencing at the Oregon-California state line on U.S. Hwy 97, thence north on U.S. Hwy 97 to the jct. of U.S. Hwy 197, thence north on U.S. Hwy 197 to the Oregon-Washington state line;

(61) (v) (i) Between points in Illinois on and south of a line commencing at New Boston, Illinois, thence east on IL St. Hwy 17 to the jct. of I–74, thence north on I–74 to the jct. of IL St. Hwy 81, thence east on IL St. Hwy 81 to the jct. of IL St. Hwy 78, thence south on IL ST. Hwy 78 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL St. Hwy 88, thence south on IL St. Hwy 88 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 9, thence east on IL St. Hwy 9 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IL St. Hwy 119, thence east on IL St. Hwy 119 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Pennsylvania;

(61) (v) (ii) Between points in Illinois, on the one hand, and, on the other, points in Pennsylvania on, south and east of a line commencing at the Maryland-Pennsylvania state line on U.S. Hwy 222, thence north on U.S. Hwy 222 to the jct. of PA St. Hwy 309, thence south on PA St. Hwy 309 to the jct. of PA St. Hwy 313, thence east on PA St. Hwy 313 to the jct. of PA ST. Hwy 212, thence northeast on PA ST. Hwy 212 to the jct. of PA ST. Hwy 611, thence north on PA St. Hwy 611 to Riegelsville, Pennsylvania;

(61) (v) (iii) Between points in Illinois on, south and west of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Pennsylvania on, south and east of a line commencing at the Pennsylvania-West Virginia state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 19, thence northeast on U.S. Hwy 19 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of PA St. Hwy 286, thence northeast on PA St. Hwy 286 to the jct. of U.S. Hwy 422, thence east on U.S. Hwy 422 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of U.S. Hwy 522, thence northeast on U.S. Hwy 522 to the jct. of U.S. Hwy 15, thence north on U.S. Hwy 15 to the jct. of PA ST. Hwy 45, thence east on PA ST. Hwy 45 to the jct. of PA ST. Hwy 54, thence south on PA St. Hwy 54 to the jct. of U.S. Hwy 11, thence northeast on U.S. Hwy 11 to the New York-Pennsylvania state line;

(61) (w) (i) Between East St. Louis, Illinois; and points in Illinois on and north of a line commencing at the Illinois-Missouri state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of IL St. Hwy 33, thence east on IL St.

Hwy 33 to the jct. of IL St. Hwy 1, thence north on IL St. Hwy 1 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in South Carolina;

(61) (w) (ii) Between points in Illinois on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 14, thence west on IL St. Hwy 14 to the jct. of IL St. Hwy 37, thence south on IL St. Hwy 37 to the jct. of IL St. Hwy 13, thence west on IL St. Hwy 13 to the jct. of IL St. Hwy 149, thence west on IL St. Hwy 149 to the jct. of IL St. Hwy 3, thence west on IL St. Hwy 3 to Chester, Illinois, on the one hand, and, on the other, Little River, South Carolina;

(61) (x) (i) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy 9, thence west on IL St. Hwy 9 to the jct. of IL St. Hwy 1, thence south on IL St. Hwy 1 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of I–74, thence west on I–74 to the jct. of I–57, thence south on I–57 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of U.S. Hwy 40, thence southwest on U.S. Hwy 40 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in South Dakota;

(61) (x) (ii) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy 114, thence west on IL St. Hwy 114 to the jct. of IL St. Hwy 17, thence west on IL St. Hwy 17 to the jct. of I–57, thence Hwy 66, thence southwest on U.S. Hwy 66 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of IL St. Hwy 267, thence south on IL St. Hwy 267 to the jct. of IL St. Hwy 16, thence west on IL ST. Hwy 16 to its terminus at Hardin, Illinois, on the one hand, and, on the other, Ludlow, South Dakota;

(61) (x) (iii) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy 24, thence west on U.S. Hwy 24 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 9, thence west on IL St. Hwy 9 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 48, thence southwest on IL St. Hwy 48 to the jct. of IL St. Hwy 127, thence south on IL St. Hwy 127 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Illinois-Missouri state line, on the one hand, and, on the other, points in South Dakota on, north and west of a line commencing at the North Dakota-South Dakota state line on U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of SD St. Hwy 79, thence south on SD St. Hwy 79 to the jct. of U.S. Hwy 18, thence west on U.S. Hwy 18 to the South Dakota-Wyoming state line; and the point of Lemmon, South Dakota;

(61) (y) (i) Between points in Illinois on and northeast of a line commencing at the Iowa-Illinois state line on U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of I–74, thence east on I–74 to the jct. of U.S. Hwy 24, thence southwest on U.S. Hwy 24 to the jct. of IL St. Hwy 9, thence southeast on IL St. Hwy 9 to the jct. of IL St. Hwy 121, thence southeast on IL St. Hwy 121 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of IL St. Hwy 133, thence east on IL St. Hwy 133 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Tennessee;

(61) (y) (ii) Between points in Illinois on and north of a line commencing at the Illinois-Missouri state line on U.S. Hwy 54, thence northeast on U.S. Hwy 54 to the jct. of U.S. Hwy 36, thence northeast on U.S. Hwy 36 to the jct. of IL St. Hwy 104, thence southeast on IL St. Hwy 104 to the jct. of IL St. Hwy 29, thence southeast on IL St. Hwy 29 to the jct. of IL St. Hwy 16, thence east on IL ST. Hwy 16 to the jct. of IL ST. Hwy 130, thence south on IL ST. Hwy 130 to the jct. of U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 31E, thence south on U.S. Hwy 31E to the jct. of TN St. Hwy 109, thence south on TN St. Hwy 109 to the jct. of U.S. Hwy 70, thence west on U.S. Hwy 70 to the jct. of U.S. Hwy Alt. 41, thence south on U.S. Hwy Alt. 41 to the jct. of U.S. Hwy 64, thence east on U.S. Hwy 64 to the jct. of TN St. Hwy 97, thence south on TN St. Hwy 97 to the Alabama-Tennessee state line;

(61) (z) (i) Between points in Illinois on, east and north of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of IL St. Hwy 29, thence south on IL St. Hwy 29 to the jct. of I–74, thence east on I–74 to the jct. of IL St. Hwy 121, thence southeast on IL St. Hwy 121 to the jct. of IL St. Hwy 32, thence south on IL St. Hwy 32 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to Palestine, Illinois, on the one hand, and, on the other, points in Texas;

(61) (z) (ii) Between points in Illinois on, east and north of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy 26, thence south on IL St. Hwy 26 to the jct. of U.S. Hwy 52, thence west on U.S. Hwy 52 to the jct. of IL St. Hwy 84, thence south on IL St. Hwy 84 to the jct. of IL St. Hwy 92, thence west on IL St. Hwy 97 to the jct. of IL St. 150, thence south on U.S. Hwy 150 to the jct. of IL St. Hwy 97, thence south on IL St. Hwy 97 to the jct. of IL St Hwy 29, thence south on IL St. Hwy 29 to the jct. of IL ST. Hwy 16, thence east on IL ST. Hwy 16 to the jct. of IL St. Hwy 128, thence south on IL St. Hwy 128 to the jct. of IL ST. Hwy 33, thence east on IL St. Hwy 33 to the jct. of IL ST. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Texas on and south of a line commencing at the Texas-New Mexico state line on U.S. Hwy 180, thence east on U.S. Hwy 180 to the jct. of I–20, thence east on I–20 to the Texas-Louisiana state line;

(61) (aa) (i) Between points in Illinois on and east of a line commencing at Chester, Illinois on IL St. Hwy 150, thence northeast on IL St. Hwy 150 to the jct. of IL St. Hwy 4, thence north on IL St. Hwy 4 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IL St. Hwy 29, thence north on IL St. Hwy 29 to the jct. of IL St. Hwy 116, thence east on IL St. Hwy 116 to the jct. of IL St. Hwy 89, thence north on IL ST. Hwy 89 to the jct. of IL ST. Hwy 29, thence east on IL ST. Hwy 29 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of I–80, thence east on I–80 to the jct. of IL St. Hwy 23, thence north on IL ST. Hwy 23 to the jct. of U.S. Hwy 34 thence east on U.S. Hwy 34 to the jct. of IL St. Hwy 47, thence north on IL ST. Hwy 47 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Utah;

(61) (aa) (ii) Between points in Illinois on and east of a line commencing at the Missouri-Illinois state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of IL ST. Hwy 78, thence north on IL St. Hwy 78 to the jct. of U.S. Hwy 24, thence northeast on U.S. Hwy 24 to the jct. of IL St. Hwy 116, thence northeast on IL St. Hwy 116 to the jct. of IL St. Hwy 89, thence north on IL St. Hwy 89 to the jct. of IL ST. Hwy 29, thence east on IL ST. Hwy 29 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of IL St. Hwy 47, thence north on IL St. Hwy 47 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Utah on and west of a line commencing at the Arizona-Utah state line on U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of I–70, thence east on I–70 to the jct. of UT ST. Hwy 10, thence north on UT St. Hwy 10 to the jct. of U.S. Hwy 50, thence northwest on U.S. Hwy 50 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of U.S. Hwy 91 at Logan, Utah, thence north on U.S. Hwy 91 to the Utah-Idaho state line;

(61) (bb) (i) Between points in Illinois, on the one hand, and, on the other, points in Vermont on, north and east of a line commencing at the United States-Canadian border line on VT St. Hwy 105A, thence south on VT St. Hwy 105A to the jct. of VT St. Hwy 105, thence southwest on VT St. Hwy 105 to the jct. of VT ST. Hwy 101 thence south on VT St. Hwy 101 to the jct. of VT ST. Hwy 100, thence south on VT St. Hwy 100 to the jct. of VT St. Hwy 12, thence southeast on VT St. Hwy 12 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of U.S. Hwy 302, thence southeast on U.S. Hwy 302 to the jct. of VT St. Hwy 25, thence southeast on VT ST. Hwy 25

to the New Hampshire-Vermont state line;

(61) (bb) (ii) Between points in Illinois on, south and west of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 14, thence south on U.S. Hwy 14 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of U.S. Hwy 30, thence southeast on U.S. Hwy 30 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL ST. Hwy 114, thence east on IL ST. Hwy 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Vermont;

(61) (cc) (i) Between points in Illinois on and north of a line commencing at Palestine, Illinois, thence west on IL St. Hwy 33 to the jct. of I–57, thence southwest on I–57 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy $1 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Virginia;

(61) (cc) (ii) Between points in Illinois, on the one hand, and, on the other, points in Virginia on, north and east of a line commencing at the Maryland-Virginia state line on U.S. Hwy 11, thence south on U.S. Hwy 11 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of I–95, thence south on I–95 to the jct. of U.S. 60, thence southeast on U.S. Hwy 60 to the jct. of VA St. Hwy 168, thence southeast on VA St. Hwy 168 to the North Carolina-Virginia state line;

(61) (cc) (iii) Between points in Illinois on, north and west of a line commencing at Mount Carmel, Illinois, thence west on IL St. Hwy 15 to the jct. of I–57, thence south on I–57 to the jct. of IL St. Hwy 13, thence west on IL St. Hwy 13 to the jct. of IL St. Hwy 149, thence west on IL St. Hwy 149 to the jct. of IL St. Hwy 3, thence northwest on IL St. Hwy 3 to Chester, Illinois, on the one hand, and, on the other, points in Virginia on, north and east of a line commencing at the Virginia-West Virginia state line on U.S. Hwy 60 and VA St. Hwy 311, thence south on VA ST. Hwy 311 to the jct. of I–81, thence northeast on I–81 to the jct. of I–581, thence southeast on I–581 to the jct. of U.S. Hwy 220, thence south on U.S. Hwy 220 to the jct. of VA ST. Hwy 40, thence east on VA ST. Hwy 40 to the jct. of U.S. Hwy 29, thence south on U.S. Hwy 29 to the North Carolina-Virginia state line;

(61) (dd) (i) Between points in Illinois, on, south and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IL St. Hwy 41, thence north on IL St. Hwy 41 to the jct. of U.S. Hwy 34, thence northeast on U.S. Hwy 34 to the jct. of IL St Hwy 26, thence north on IL ST. Hwy 26 to the jct. of IL ST. Hwy 38, thence east on IL St. Hwy 38 to the jct. of IL St. Hwy 47, thence north on IL St. Hwy 47 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Washington;

(61) (dd) (ii) Between points in Illinois on, south and east of a line commencing at the Illinois-Iowa state line on IL St. Hwy 92, thence northeast on IL St. Hwy 92 to the jct. of U.S. Hwy 67, thence north on U.S' Hwy 67 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the jct. of IL St. Hwy 2, thence northeast on IL St. Hwy 2 to the jct. of IL St. Hwy 26, thence north on IL St. Hwy 26 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Washington on and west of a line commencing at the Washington-Oregon state line on Interstate-5, thence north on I–5 to the United States-Canadian border;

(61) (ee) (1) Between points in Illinois, on the one hand, and, on the other, Thomas and Elkins, West Virginia;

(61) (ee) (ii) Between points in Illinois, bounded on the west by the Illinois-Missouri and Illinois-Iowa state lines, on the north by a line commencing at the Illinois-Iowa state line on Interstate–80, thence east on I–80 to the jct. of I–74, thence south on I–74 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL St. Hwy 26, thence north on IL St. Hwy 26 to the jct. of IL St. Hwy 18, thence east on IL ST. Hwy 18 to the jct. of IL ST. Hwy 23, thence south on IL St. Hwy 23 to the jct. of U.S. Hwy 66, thence southwests on U.S. Hwy 66 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of IL St. Hwy 9, thence east on IL ST. Hwy 9 to the Illinois-Indiana state line, bounded on the east by the Illinois-Indiana state line, and bounded on the south by a line commencing at Palestine, Illinois, thence west on IL St. Hwy 33 to the jct. of I–57, thence southwest on I–57 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of IL St. Hwy 127, thence south on IL ST. Hwy 127 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 150, thence southwest on IL ST. Hwy 150 to Chester, Illinois, on the one hand, and, on the other, points in West Virginia;

(61) (ee) (iii) Between points in Illinois on, north and west of a line commencing at Palestine, Illinois, thence west on IL St. Hwy 33 to the jct. of I–57, thence southwest on I–57 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of IL St. Hwy 161, thence west on IL St. Hwy 161 to the jct. of IL St. Hwy 121, thence south on IL St. Hwy 121 to the jct. of U.S. Hwy 460, thence west on U.S. Hwy 460 to the jct. of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct. of IL St. Hwy 150, thence southwest on IL St. Hwy 150 to the terminus at Chester, Illinois, on the one hand, and, on the other, points in West Virginia on and south of a line commencing at the Kentucky-West Virginia state line on WV St. Hwy 37, thence east on WV St. Hwy 37 to the jct. of WV St. Hwy 10, thence north on WV St. Hwy 10 to the jct. of WV St. Hwy 3, thence southeast on WV St. Hwy 3 to the jct. of WV St. Hwy 16, thence north on WV St. Hwy 16 to the jct. of WV St. Hwy 39, thence east on WV St. Hwy 39 to the Virginia-West Virginia state line;

(61) (ee) (iv) Between points in Illinois on, south and west of a line commencing at the Illinois-Iowa state line on Interstate–80, thence east on I–80 to the jct. of I–74, thence south on I–74 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the jct. of IL St. Hwy 26, thence north on IL St. Hwy 26 to the jct. of IL St. Hwy 18, thence east on IL St. Hwy 18 to the jct. of IL St. Hwy 23, thence southeast on IL St. Hwy 23 to the jct. of U.S. Hwy 66, thence southwest on U.S. Hwy 66 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IL St. Hwy 47, thence south on IL St. Hwy 47 to the jct. of IL St. Hwy 9, thence west on IL St. Hwy 9 to the Indiana-Illinois state line, on the one hand, and, on the other, points in West Virginia on and north of a line commencing at the Ohio-West Virginia state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of I–77, thence south on I–77 to the jct. of WV St. Hwy 47, thence east on WV St. Hwy 47 to the jct. of U.S. Hwy 33, thence east on U.S. Hwy 33 to the Virginia-West Virginia state line;

(61) (ff) (i) Between points in Illinois, on, south and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of IL St. Hwy 49, thence south on IL St. Hwy 49 to the jct. of U.S. Hwy 40, thence southwest on U.S. Hwy 40 to the jct. of IL St. Hwy 130, thence south on IL St. Hwy 130 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of IL St. Hwy 15, thence west on IL St. Hwy 15 to the jct. of IL St. Hwy 142, thence south on IL St. Hwy 142 to the jct. of IL St. Hwy 14, thence west on IL St. Hwy 14 to the jct. of I–57, thence south on I–57 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in Wisconsin;

(61) (ff) (ii) Between points in Illinois on, south and east of a line commencing at the Illinois-Indiana state line on Interstate–74, thence west on I–74 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct of IL St. Hwy 4, thence south on IL St. Hwy 4 to the jct of IL St. Hwy 108, thence west on IL St. Hwy 108 to the jct. of IL St. Hwy 267, thence south on IL St. Hwy 267 to the jct. of IL St. Hwy 16, thence west on IL St. Hwy 16 to the terminus at Hardin, Illinois, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of WI

ST. Hwy 180, thence southeast on WI ST. Hwy 180 to its terminus at Marinette, Wisconsin, and Gills Rock, Wisconsin;

(61) (ff) (iii) Between points in Illinois on, south and east of a line commencing at the Illinois-Missouri state line on IL St. Hwy 140, thence east on IL St. Hwy 140 to the jct. of IL St. Hwy 127, thence north on IL St. Hwy 127 to the jct. of IL St. Hwy 16, thence northeast on IL ST. Hwy-16 to the jct. of IL St. Hwy 49, thence north on IL St. Hwy 49 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Wisconsin on, north and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 45, thence northwest on U.S. Hwy 45 to the jct. of WI ST. Hwy 29, thence west on WI St. Hwy 29 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 70, thence west on WI St. Hwy 70 to the jct. of WI St. Hwy 13, thence north on WI St. Hwy 13 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the Minnesota-Wisconsin state line;

(61) (gg) (i) Between points in Illinois on and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of IL ST. Hwy 78, thence north on IL St. Hwy 78 to the jct. of U.S. Hwy 24, thence north on U.S. Hwy 24 to the jct. of IL St. Hwy 29, thence north on IL St. Hwy 29 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the Illinois-Wisconsin state line, on the one hand, and, on the other, Auburn, Wyoming;

(61) (gg) (ii) Between Chicago, Illinois, on the one hand, and, on the other, Sheridan, Wyoming; and points in Wyoming on, west and south of a line commencing at the Montana-Wyoming state line on U.S. Hwy 310, thnce south on U.S. Hwy 310 to the jct. of U.S. Hwy 20, thence south on U.S. Hwy 20 to the jct. of WY St. Hwy 789, thence south on WY St. Hwy 789 to the jct. of U.S. Hwy 287, thence southeast on U.S. Hwy 287 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the Wyoming-Nebraska state line;

(61) (gg) (iii) Between points in Illinois on, east and south of a line commencing at the Illinois-Missouri state line on IL St. Hwy 146, thence east on IL St. Hwy 146 to the jct. of IL St. Hwy 3, thence north on IL St. Hwy 3 to the jct. of IL St. Hwy 149, thence east on IL St. Hwy 149 to the jct. of IL St. Hwy 127, thence north on IL ST. Hwy 127 to the jct. of IL St. Hwy 16, thence north on IL St. Hwy 16 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of IL St. Hwy 9, thence east on IL St. Hwy 9 to the jct. of IL St. Hwy 54, thence north on IL St. Hwy 54 to the jct. of U.S. Hwy 45, thence north on U.S. Hwy 45 to the jct. of IL St. Hwy 17, thence east on IL St. Hwy 17 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Wyoming;

(62) (a) Between points in Indiana on and south of a line commencing at the Ohio-Indiana state line on IN St. Hwy 32, thence west on IN St. Hwy 32 to the jct. of IN St. Hwy 47, thence south on IN St. Hwy 47 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Iowa;

(62) (b) Between points in Indiana on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Kansas;

(62) (c) Between points in Indiana on and west of a line commencing at the Kentucky-Indiana state line on IN ST. Hwy 57, thence northeast on IN ST. Hwy 57 to the jct. of U.S. Hwy 231, thence northeast and north on U.S. Hwy 231 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IN St. Hwy 59, thence north on IN St. Hwy 59 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 2, thence west on IN St. Hwy 2 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Maryland;

(62) (d) Between points in Indiana on and south of a line commencing at the Ohio-Indiana state line on Interstate 70, thence west on I–70 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in the Upper Peninsula of Michigan on and west of a line commencing at Marquette, Michigan, thence south on U.S. Hwy 41 to Escanaba, Michigan;

(62) (e) (i) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 47, thence east on IN ST. Hwy 47 to the jct. of IN St. Hwy 32, thence east on IN St. Hwy 32 to the jct. of I–74, thence east on I–74 to the jct. of I–70, thence east on I–70 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Minnesota;

(62) (e) (ii) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the Indiana-Ohio state line, on the one hand, and, on the other, St. Vincent, Minnesota;

(62) (f) Between points in Indiana on and north of a line commencing at the Indiana-Ohio state line on Interstate 74, thence west on I–74 to the jct. of IN ST. Hwy 46, thence west on IN ST. Hwy 46 to the jct. of U.S. Hw 31, thence north on U.S. Hwy 31 to the jct. of I–465, thence west on I–465 to the jct. of I–70, thence west on I–70 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Missouri on and south of a line commencing at the Missouri-Kansas state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 65, thence south on U.S. Hwy 65 to the jct. of U.S Hwy 24, thence east on US. Hwy 24 to the jct. of U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of I–70, thence east on I–70 to the jct. of I–270, thence east on I–270 to the Illinois-Missouri state line;

(62) (g) Between points in Indiana, on the one hand, and, on the other, points in Montana, on and west of a line commencing at the United States-Canadian border on MT Secondary Road 233, thence south on MT Sec. Road 233 to the jct. of U.S. Hwy 87, thence southwest on U.S. Hwy 87 to Great Falls, Montana, thence southeast on U.S. Hwy 87 to Lewistown, Montana, thence southwest on U.S. Hwy 87 to the jct. of U.S. Hwy 191, thence south on U.S. Hwy 191 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to Billings, Montana, thence west on U.S. Hwy 10 to the jct. of U.S. Hwy 310, thence south on U.S. Hwy 310 to the Montana-Wyoming state line;

(62) (h) (i) Between points in Indiana, on the one hand, and, on the other, points in Nebraska on, south and west of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy 26, thence east on U.S. Hwy 26 to the jct. of NE St. Hwy 71, thence north and east on NE ST. Hwy 71 to the jct. of NE St. Hwy 2, thence south on NE St. Hwy 2 to the jct. of U.S. Hwy 385, thence south on U.S. Hwy 385 to the Nebraska-Colorado state line; and points in Nebraska on and south of a line commencing at the Nebraska-Colorado state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of NE St. Hwy 89, thence east on NE St. Hwy 89 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of NE St. Hwy 15, thence south on NE St. Hwy 15 to the Nebraska-Kansas state line;

(62) (h) (ii) Between points in Indiana on, south and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IN St. Hwy 32, thence east on IN ST. Hwy 32 to the jct. of IN ST. Hwy 37, thence northeast on IN ST. Hwy 37 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Nebraska;

(62) (i) Between points in Indiana on, south and west of a line commencing at the Indiana-Kentucky state line at Jeffersonville, Indiana, thence north on I–65 to the jct. of U.S. Hwy Alt. 31, thence northwest on U.S. Hwy Alt. 31 to the jct. of U.S. Hwy 31, thence northwest on U.S. Hwy 31 to the jct. of I–65, thence northwest on I–65 to the jct. of U.S. Hwy 52, thence northwest on U.S. Hwy 52 to the jct. of U.S. Hwy 41, thence north and northwest on U.S. Hwy 41 to the jct. of U.S. Hwy 30, thence west on U.S Hwy 30 to the Illinois-Indiana state line, on the one hand, and, on the other, points in New Hampshire;

(62) (j) Between points in Indiana on, south and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN ST. Hwy 46, thence southeast on IN St. Hwy 46 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of U.S. Hwy 150, thence west on U.S. Hwy 150 to the jct. of IN St. Hwy 145, thence south on IN St. Hwy 145 to the jct. of IN ST. Hwy 37, thence south on IN ST.

Hwy 37 to the jct. of IN St. Hwy 237, thence south on IN St. Hwy 237 to the terminus of Cannelton, Indiana, on the one hand, and, on the other, points in New Jersey;

(62) (k) Between points in Indiana on, south and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN ST. Hwy 59, thence south on IN ST. Hwy 59 to the jct of IN ST. Hwy 157, thence southeast on IN ST. Hwy 157 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in New York;

(62) (l) Between points in Indiana on and south of a line commencing at the Illinois-Indiana state line on IN St. Hwy 26, thence east on IN St. Hwy 26 to the jct. of IN St. Hwy 29, thence north on IN ST. Hwy 29 to the jct. of IN St. Hwy 22, thence east on IN St. Hwy 22 to the jct. of U.S. Hwy 35, thence east on U.S. Hwy 35 to the jct. of IN ST. Hwy 37, thence north on IN St. Hwy 37 to the jct. of IN ST. Hwy 18, thence east on IN ST. Hwy 18 to the jct. of IN St. Hwy 67, thence east on IN St. Hwy 67 to the Indiana-Ohio state line, on the one hand, and, on the other, points in North Dakota;

(62) (m) Between points in Indiana on and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Ohio on, north and east of a line commencing at the Ohio-Michigan state line on OH St. Hwy 15, thence south on OH St. Hwy 15 to the jct. of OH ST. Hwy 65, thence south on OH St. Hwy 65 to the jct. of OH St. Hwy 117, thence south on OH ST. Hwy 117 to the jct. of U.S. Hwy 68, thence south on U.S. Hwy 68 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 33, thence southeast on U.S. Hwy 33 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Ohio-West Virginia state line;

(62) (n) Between points in Indiana on and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 150, thence east on U.S. hwy 150 to the jct. of IN St. Hwy 56, thence east on IN ST. Hwy 56 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Oklahoma;

(62) (o) Between points in Indiana on, south and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36; thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of IN St. Hwy 67, thence southwest on IN ST. Hwy 67 to the jct. of IN ST. Hwy 58, thence east on IN St. Hwy 58 to the jct. of IN St. Hwy 57, thence south on IN St. Hwy 57 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Pennsylvania;

(62) (p) Between points in Indiana on and south of a line commencing at the Illinois-Indiana state line on IN St. Hwy 28, thence east on IN ST. Hwy 28 to the jct. of IN St. Hwy 25, thence northeast on IN St. Hwy 25 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IN ST. Hwy 5, thence south on IN St. Hwy 5 to the jct. of U.S. Hwy 224, thence east on U.S. Hwy 224 to the Indiana-Ohio state line, on the one hand, and, on the other, points in South Dakota;

(62) (q) Between points in Indiana on and west of a line commencing at the Michigan-Indiana state line on U.S. Hwy 12, thence southwest on U.S. Hwy 12 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the jct. of IN ST Hwy 8, thence west on IN St. Hwy 8 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 24, thence west on U.S. Hwy 24 to the jct. of IN St. Hwy 55, thence south on IN St. Hwy 55 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Tennessee;

(62) (s) Between points in Indiana on, and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IN ST. Hwy 39, thence south on IN ST. Hwy 39 to the jct. of IN St. Hwy 56, thence east on IN ST. Hw 56 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Texas;

(62) (s) Between points in Indiana on, south and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of I–65, thence southeast on I–65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of IN ST. Hwy 46, thence west on IN St. Hwy 46 to the jct. of I–65, thence south on I–65 to the jct. of IN St. Hwy 58, thence southwest on IN St. Hwy 58 to the jct. of IN St. Hwy 135, thence south on IN St. Hwy 135 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Vermont;

(62) (t) Between points in Indiana on and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence east on U.S. Hwy 52 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IN St. Hwy 63, thence south on IN St. Hwy 63 to the jct. of IN St. Hwy 154, thence west on IN St. Hwy 154 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Virginia;

(62) (u) Between points in Vermillion and Vigo Counties, Indiana, on the one hand, and, on the other, points in West Virginia;

(62) (v) (i) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Indiana-Ohio state line on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at the Wisconsin-Illinois state line on U.S. Hwy 151, thence northeast on U.S. Hwy 151 to its terminus at Manitowoc, Wisconsin;

(62) (v) (ii) Between points in Indiana on and south of a line commencing at Madison, Indiana, thence northwest on IN St. Hwy 7 to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Wisconsin;

(62) (w) Between points in Indiana, on the one hand, and, on the other, points in Wyoming on, south and west of a line commencing at the Wyoming-Montana state line on WY St. Hwy 59, thence south on WY St. Hwy 59 to the jct. of U.S. Hwy 16, thence east and southeast on U.S. Hwy 16 to the jct. of U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of U.S. Hwy 26, thence southeast on U.S. Hwy 26 to the Wyoming-Nebraska state line;

(63) (a) (i) Between points in Iowa on, north and east of a line commencing at the Iowa-Nebraska state line on IA St. Hwy 175, thence east on IA St. Hwy 175 to the jct. of IA St. Hwy 37, thence east on IA St. Hwy 37 to the jct. of IA St. Hwy 183, thence northeast on IA St. Hwy 183 to the jct. of IA St. Hwy 141, thence southeast on IA St. Hwy 141 to the jct. of U.S. Hwy 71, thence south on U.S. Hwy 71 to the jct. of I–80, thence east on I–80 to the jct. of IA St. Hwy 25, thence south on IA St. Hwy 25 to the jct. of U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 169, thence south on U.S. Hwy 169 to the jct. of IA St. Hwy 2, thence west on IA St. Hwy 2 to Mt. Ayr, Iowa, thence east on IA St. Hwy 2 to the jct. of IA St. Hwy 5, thence south and southwest on IA St. Hwy 5 to the Iowa-Missouri state line, on the one hand, and, on the other, points in Louisiana on and east of a line commencing at the Louisiana-Mississippi state line on LA ST. Hwy 10, thence west on LA St. Hwy 10 to the jct. of LA St. Hwy 21, thence south on LA St. Hwy 21 to the jct. of LA St. Hwy 41, thence south on LA St. Hwy 41 to the jct. of U.S. Hwy 11, thence southwest on U.S. Hwy 11 to the jct. of U.S. Hwy 90, thence southwest on U.S. Hwy 90 to the jct. of U.S. Business Route 90, thence east and south on U.S. BR 90 to the jct. of LA St. Hwy 23, thence southeast on LA St. Hwy 23 to its terminus at Venice, Louisiana;

(63) (a) (ii) Between points in Iowa on, north and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 61, thence north on U.S. Hwy 61 to the jct. of IA St. Hwy 136, thence west and north on IA St. Hwy 136 to the jct. of U.S. Hwy 52, thence northwest on U.S. Hwy 52 to the Iowa-Minnesota state line, on the one hand, and, on the other, points in Louisiana;

(63) (b) (i) Between points in Iowa on and south of a line commencing at the

Iowa-Nebraska state line on IA St. Hwy 2, thence east on IA St. Hwy 2 to the jct. of IA St. Hwy 5, thence south on IA St. Hwy 5 to the Iowa-Missouri state line, on the one hand, and, on the other, points in the lower peninsula of Michigan on and northeast of a line commencing at Ludington, Michigan, thence east on U.S. Hwy 10 to the jct. of U.S. Hwy BR 10, thence south on U.S. Hwy BR 10 to the jct. of U.S. Hwy 23, thence south on U.S. Hwy 23 to the jct. of U.S. Hwy BR 23, thence south on U.S. Hwy BR 23 to the jct. of U.S. Hwy 23, thence south on U.S. Hwy 23 to the Michigan-Ohio state line, and, Sault Sainte Marie and Saint Ignace, Michigan;

(63) (b) (ii) Between points in Iowa on and south of a line commencing at the Nebraska-Iowa state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 375, thence south on U.S. Hwy 375 to the jct. of U.S. Hwy 275, thence south on U.S. Hwy 275 to the jct. of U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 69, thence south on U.S. Hwy 69 to the jct. of IA St. Hwy 2, thence east on IA St. Hwy 2 to the Illinois-Iowa state line, on the one hand, and, on the other, points in Michigan on and east of a line commencing at Port Huron, thence south on U.S. Hwy 25 to the jct. of U.S. Hwy 24, thence south on U.S. Hwy 24 to the Ohio-Michigan State line, and Gaylord, Alpena, Tawas City, and Temperance, Michigan;

(63) (c) (i) Between points in Iowa on, north and east of a line commencing at the Iowa-Nebraska state line on U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 71, thence south on U.S. Hwy 71 to the Iowa-Missouri state line, on the one hand, and, on the other, points in Mississippi on and south of a line commencing at Gulfport, Mississippi, thence east on U.S. Hwy 90 to the Mississippi-Alabama state line;

(63) (c) (ii) Between points in Iowa on and east of a line commencing at Muscatine, Iowa, thence west on IA St. Hwy 22 to the jct. of IA St. Hwy 70, thence northwest on IA St. Hwy 70 to the jct. of U.S. Hwy 6, thence northwest on U.S. Hwy 6 to the jct. of U.S. Hwy 218, thence north on U.S. Hwy 218 to the jct. of IA ST. Hwy. 105, thence west on IA St. Hwy 105 to the jct. of U.S. Hwy 65, thence north on U.S. Hwy 65 to the Iowa-Minnesota state line, on the one hand, and, on the other, points in Mississippi;

(63) (d) Between Lansing and Decorah, Iowa, on the one hand, and, on the other, points in Missouri on and east of a line commencing at Cape Girardeau, Missouri, thence south on U.S. Hwy 61 through Sikeston, Missouri to the terminus of the line at New Madrid, Missouri;

(63) (e) (i) Between points in Iowa on and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy 61, thence south and west on U.S. Hwy 61 to the jct. of U.S. Hwy 218, thence southeast on U.S. Hwy 218 to the Iowa-Illinois state line, on the one hand, and, on the other, Searchlight, Nevada;

(63) (e) (ii) Between Davenport, Iowa, on the one hand, and, on the other, points in Nevada on, south and east of a line commencing at the Nevada-California state line on Interstate Hwy 15, thence northeast on I15 to the Nevada-Arizona state line, and Empire, Nevada;

(63) (f) (i) Between Davenport, Iowa, on the one hand, and, on the other, (A) Gallup, New Mexico; and (B) points in New Mexico on, south and west of a line commencing at the New Mexico-Arizona state line on Interstate 10, thence east on I–10 to the jct. of U.S. Hwy 70, thence east on U.S. Hwy 70 to the jct. of NM St. Hwy 28, thence south on NM St. Hwy 28 to the terminus of NM St. Hwy 28 at the New Mexico-Texas state line; and (C) points in New Mexico on, south and east of a line commencing at the New Mexico-Texas state line on U.S. Hwy 180, thence northeast on U.S. Hwy 180, to the jct. of U.S. Hwy 285, thence north on U.S. Hwy 285 to the jct. of U.S. Hwy 380, thence east on U.S. Hwy 380 to the New Mexico-Texas state line;

(63) (f) (ii) Between points in Iowa on and east of a line commencing at the Iowa-Illinois state line at Dubuque, Iowa, thence south on U.S. Hwy 61 to Davenport, Iowa, on the one hand, and, on the other, points in New Mexico on and west of a line commencing at the New Mexico-Arizona state line on U.S. Hwy 70, thence southeast on U.S. Hwy 70 to the jct. of I–10, thence southwest on I–10 to the jct. of NM St. Hwy 338, thence south on NM St. Hwy 338 to the jct. of NM St. Hwy 9, thence west on NM St. Hwy 9 to the New Mexico-Arizona state line; and points in New Mexico on, south and east of a line commencing at the New Mexico-Texas state line on U.S. Hwy 180, thence southeast on U.S. Hwy 180 to the New Mexico-Texas state line;

(63) (g) (i) Between points in Iowa on, west and south of a line commencing at the Iowa-Minnesota state line on U.S. Hy 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 218, thence south on U.S. Hwy 218 to the jct. of U.S. Hwy 6, thence east on U.S. Hwy 6 to the Iowa-Illinois state line, on the one hand, and, on the other, points in New York;

(63) (g) (ii) Between points in Iowa on, west and south of a line commencing at the Iowa-Illinois state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of IA ST. Hwy 136, thence east on IA St. Hwy 136 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the Iowa-Illinois state line, on the one hand, and, on the other, points in New York on and east of a line commencing at Rochester, New York, thence south on NY St. Hwy 15–A to the jct. of U.S. Hwy 15, thence south on U.S. Hwy 15 to the jct. of NY St. Hwy 21, thence south on NY St. Hwy 21 to the jct. of NY St. Hwy 36, thence south on NY St. Hwy 36 to the New York-Pennsylvania state line;

(63) (h) (i) Between points in Iowa on, south and west of a line commencing at the Iowa-Missouri state line on IA St. Hwy 5, thence northeast on IA St. Hwy 5 to the jct. of IA St. Hwy 2, thence west on IA St. Hwy 2 to the jct. of IA St. Hwy 48, thence northeast on IA St. Hwy 48 to the jct. of U.S. Hwy 34, thence west on U.S. Hwy 34 to the Iowa-Nebraska state line, and Keokuk, Iowa, on the one hand, and, on the other, points in Ohio;

(63) (h) (ii) Between points in Iowa, on the one hand, and, on the other, points in Ohio on and south of a line commencing at the Ohio-Indiana state line on OH St. Hwy 571, thence southeast on OH ST. Hwy 571 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of OH St. Hwy 41, thence southeast on OH ST. Hwy 41 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of OH St. Hwy 16, thence northeast on OH St. Hwy 16 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 22, thence northeast on U.S. Hwy 22 to the Ohio-West Virginia state line;

(63) (h) (iii) Between points in Iowa on, south and west of a line commencing at Ft. Madison, Iowa, thence north on IA St. Hwy 88 to the jct. of IA St. Hwy 16, thence northwest on IA St. Hwy 16 to the jct. of U.S. Hwy 34, thence west on U.S. Hwy 34 to the jct. of IA St. Hwy 5, thence northwest on IA St. Hwy 5 to the jct. of U.S. Hwys 65 and 69, thence north on U.S. Hwys 65 and 69 to the jct. of U.S. Hwy 6, thence west on U.S. Hwy 6 to the jct. of U.S. Hwy 169, thence north on U.S. Hwy 169 to the jct. of IA St. Hwy 44, thence west on IA St. Hwy 44 to the jct. of IA St. Hwy 4, thence north on IA St. Hwy 4 to the Iowa-Minnesota state line, on the one hand, and, on the other, points in Ohio on, south and east of a line commencing at the Indiana-Ohio state line on OH St. Hwy 29, thence east on OH St. Hwy 29 to the jct. of I–75, thence north on I–75 to the jct. of OH St. Hwy 117, thence west on OH St. Hwy 117 to the jct. of OH St. Hwy 81, thence east on OH St. Hwy 81 to the jct. of I–75, thence northeast on I–75 to the jct. of U.S. Hwy 224, thence east on U.S. Hwy 224 to the jct. of OH St. Hwy 61, thence north on OH St. Hwy 61 to the jct. of U.S. Hwy 20, thence northeast on U.S. Hwy 20 to the jct. of OH St. Hwy 57, thence northwest on OH St. Hwy 57 to its terminus at Lorain, OH;

(63) (i) Between points in Iowa on and east of a line commencing at Dubuque, Iowa, thence south on U.S. Hwy 61 to Davenport, Iowa; and the point of Lansing, Iowa, on the one hand, and, on the other, Tom, Oklahoma;

(63) (j) (i) Between Davenport and Clinton, Iowa, on the one hand, and, on the other, points in Oregon on and west of a line commencing at the California-Oregon state line on U.S. Hwy 97, thence north on U.S. Hwy 97 to the jct. of U.S. Hwy 197, thence north on U.S. Hwy 197 to the Oregon-Washington state line;

(63) (j) (ii) Between Burlington and Ft. Madison, Iowa, on the one hand, and, on the other, points in Oregon on and west of a line commencing at the California-Oregon state line on U.S. Hwy 199, thence north on U.S. Hwy 199 to the jct. of I–5, at Grants Pass, Oregon, thence north on I–5 to the Oregon-Washington state line;

(63) (j) (iii) Between Dubuque, Iowa, on the one hand, and, on the other, Reedsport and Grants Pass, Oregon;

(63) (k) (i) Between points in Iowa on, south and west of a line commencing at the Iowa-Minnesota state line on U.S. Hwy 69, thence south on U.S. Hwy 69 to the jct. of U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of U.S. Hwy 65, thence south on U.S. Hwy 65 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of IA St. Hwy 330, thence northeast on IA St. Hwy 330 to the jct. of IA St. Hwy 14, thence south on IA St. Hwy 14 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of IA St. Hwy 146, thence south on IA St. Hwy 146 to the jct. of I–80, thence east on I–80 to the jct. of IA St. Hwy 21, thence south on IA St. Hwy 21 to the jct. of IA St. Hwy 22, thence east on IA St. Hwy 22 to Muscatine, Iowa, on the one hand, and, on the other, points in Pennsylvania;

(63) (k) (ii) Between points in Iowa, on the one hand, and, on the other, points in Pennsylvania on, south and east of a line commencing at the New York-Pennsylvania state line on U.S. Hwy 15, thence south on U.S. Hwy 15 to the jct. of U.S. Hwy 220, thence southwest on U.S. Hwy 220 to the jct. of U.S. Hwy 22, thence west on U.S. Hwy 22 to the Pennsylvania-West Virginia state line;

(63) (l) (i) Between points in Iowa, on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on TN St. Hwy 120, thence south and east on TN St. Hwy 120 to the jct. of U.S. Hwy 79, thence southwest on U.S. Hwy 79 to the jct. of TN St. Hwy 49, thence east and south on TN St. Hwy 49 to the jct. of TN St. Hwy 13, thence south on TN St. Hwy 13 to the Tennessee-Alabama state line;

(63) (l) (ii) Between points in Iowa on, north and east of a line commencing at Davenport, Iowa, thence north on U.S. Hwy 61 to the jct. of IA ST. Hwy 130, thence northwest on IA St. Hwy 130 to the jct. of IA St. Hwy 38, thence north on IA St. Hwy 38 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of IA St. Hwy 149, thence northeast on IA St. Hwy 149 to the jct. of IA St. Hwy 150 at Cedar Rapids, Iowa, thence north and west on IA St. Hwy 150 to the jct. on U.S. Hwy 20, thence west on U.S. Hwy 20 to the jct. of U.S. Hwy 169, then north on U.S. Hwy 169 to the jct. of U.S. Hwy 18, thence west on U.S. Hwy 18 to the jct. of U.S. Hwy 59, thence north on U.S. Hwy 59 to the jct. of IA St. Hwy 9, thence west and northwest on IA St. Hwy 9 to the Iowa-South Dakota state line, on the one hand, and, on the other, points in Tennessee;

(63) (l) (iii) Between points in Iowa on, north and east of a line commencing at the South Dakota-Iowa state line on U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of U.S. Hwy 169, thence south on U.S. Hwy 169 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of U.S. Hwy 69, thence south on U.S. Hwy 69 to the jct. of I–80 at Des Moines, Iowa, thence east on I–80 to the jct. of U.S. Hwy 6, thence southeast on U.S. Hwy 6 to the Iowa-Illinois state line, on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on TN St. Hwy 69, thence southeast on TN St. Hwy 69 to the jct. of TN St. Hwy 77, thence south on TN St. Hwy 77 to the jct. of U.S. Hwy 70, thence southwest on U.S. Hwy 70 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of TN St. Hwy 18, thence south on TN St. Hwy 18 to the Tennessee-Mississippi state line;

(63) (m) (i) Between points in Iowa on and east of a line commencing at Dubuque, Iowa, thence south on U.S. Hwy 61 to Davenport, Iowa; and the point of Lansing, Iowa, on the one hand, and, on the other, points in Texas on and south of a line commencing at the Arkansas-Texas state line on U.S. Hwy 59, thence south on U.S. Hwy 59 to the jct. of TX St. Hwy 94, thence southwest on TX St. Hwy 94 to the jct. of TX ST. Hwy 19, thence southwest on TX St. Hwy 19 to the jct. of U.S. Hwy 75, thence south on U.S. Hwy 75 to the jct. of U.S. Hwy 90, thence west on U.S. Hwy 90 to the jct. of TX St. Hwy 349, thence north on TX St. Hwy 349 to the jct. of U.S. Hwy 67, thence west on U.S. Hwy 67 to the jct. of U.S. Hwy 385, thence north on U.S. Hwy 385 to the jct. of TX St. Hwy 302, thence west on TX St. Hwy 302 to the jct. of TX St. Hwy 115, thence south on TX St. Hwy 115 to the jct. of U.S. Hwy 80, thence west on U.S. Hwy 80 to the jct. of TX St. Hwy 17, thence south on TX St. Hwy 17 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to Presidio, Texas;

(63) (m) (ii) Between Davenport and Clinton, Iowa, on the one hand, and, on the other, points in Texas on and south of a line commencing at the Arkansas-Texas state line on U.S. Hwy 67, thence west on U.S. Hwy 67 to the jct. of U.S. Hwy 271, thence south on U.S. Hwy 271 to the jct. of U.S. Hwy 80, thence west on U.S. Hwy 80 to the jct. of U.S. Hwy 84, thence northwest on Hwy 84 to the jct. of TX St. Hwy 116, thence west on TX St. Hwy 116 to the jct. of TX St. Hwy 125, thence west on TX St. Hwy 125 to the New Mexico-Texas state line;

(63) (n) (i) Between Fort Madison, Iowa, on the one hand, and, on the other, points in Washington on and west of a line commencing at the Oregon-Washington state line on Interstate–5, thence north on I–5 to the United States-Canadian border;

(63) (n) (ii) Between Davenport, Iowa, on the one hand, and, on the other, points in Washington on and west of a line commencing at the Oregon-Washington state line on Interstate–5, thence north on I–5 to the jct. of WA St. Hwy 16, thence north on WA St. Hwy 16 to the jct. of WA St. Hwy 3, thence north on WA St. Hwy 3 to the jct. of WA ST. Hwy 104, thence northwest on WA St. Hwy 104 to the jct. of U.S. Hwy 101, thence north on U.S. Hwy 101 to the jct. of WA St. Hwy 113, thence northeast on the one hand, and, on the other, points Townsend, Washington;

(64) (a) Between points in Kansas, on the one hand, and, on the other, points in the lower peninsula of Michigan; and points in that part of the Upper peninsula on and east of Interstate–75;

(64) (b) Between points in Kansas on, north and west of a line commencing at the Kansas-Colorado state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of KS St. Hwy 27, thence north and west on KS St. Hwy 27 to the Kansas-Nebraska state line, on the one hand, and, on the other, points in Mississippi on, north and east of a line commencing at the Mississippi-Tennessee state line on U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Alt. 45, thence south on U.S. Alt. 45 to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the Mississippi-Alabama state line;

(64) (c) (i) Between points in Kansas, on the one hand, and, on the other, Kenosha, Wisconsin;

(64) (c) (ii) Between Baxter Springs, Kansas, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Wisconsin-Illinois state line on WI St. Hwy 69, thence north on WI St. Hwy. 69 to the jct. of U.S. Hwy 151, thence northeast on U.S. Hwy 151 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of U.S. Hwy BR 2, thence east on U.S. Hwy BR 2 to the Wisconsin-Michigan state line;

(64) (c) (iii) Between points in Kansas on, south and west of a line commencing at the Kansas-Nebraska state line on U.S. Hwy 183, thence south on U.S. Hwy 183 to the jct. of KS St. Hwy 18, thence east on KS St. Hwy 18 to the jct. of U.S. Hwy 77, thence east on U.S. Hwy 77 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 59, thence south on U.S. Hwy 59 to the jct. of KS St. Hwy 52, thence east on KS St. Hwy 52 to the Kansas-Missouri state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at Manitowoc, Wisconsin, thence south on WI St. Hwy 42, thence to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of WI St. Hwy 57, thence south on WI St. Hwy 57 to the jct. of WI St. Hwy 181, thence south on WI St. Hwy 181 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Wisconsin-Illinois state line;

(65) Between points in Kentucky on and east of a line commencing at the Kentucky-Indiana state line on U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 68, thence east on U.S. Hwy 68 to the jct. of KY St. Hwy 90, thence east on KY St. Hwy 90 to the jct. of U.S. Hwy 127, thence south on U.S. Hwy 127 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in New Mexico;

(66) (a) (i) Between points in Louisiana on and east of a line commencing at Houma, Louisiana, thence west on U.S. Hwy 90 to the jct. of LA St. Hwy 20, thence east on LA St. Hwy 20 to the jct. of LA St. Hwy 1, thence north on LA St. Hwy 1 to the jct. of U.S. Hwy 190, thence

east on U.S. Hwy 190 to the jct. of U.S. Hwy 61, thence north on U.S. Hwy 61 to the Louisiana-Mississippi state line, on the one hand, and, on the other, points in Minnesota;

(66)(a)(ii) Between points in Louisiana, on the one hand, and, on the other, points in Minnesota on, north and east of a line commencing at Duluth, Minnesota, thence west on U.S. Hwy 2 to the jct. of MN St. Hwy 46, thence northwest on MN St. Hwy 46 to the jct. of MN St. Hwy 1, thence on MN St. Hwy 1 to the jct. of MN St. Hwy 72, thence north on MN St. Hwy 72 to the jct. of MN St. Hwy 11, thence west on MN St. Hwy 11 to the jct. of MN St. Hwy 313, thence north on MN St. Hwy 313 to the United States-Canadian border ,and Winona, Minnesota;

(66)(a)(iii) Between points in Louisiana on, south and east of a line commencing at the Louisiana-Texas state line on LA St. Hwy 6, thence northeast on LA St. Hwy 6 to the jct. of U.S. Hwy 84, thence east on U.S. Hwy 84 to the jct. of LA St. Hwy 34, thence northeast on LA St. Hwy 34 to Monroe, Louisiana, thence north on U.S. Hwy 165 to the Louisiana-Arkansas state line, on the one hand, and, on the other, points in Minnesota on, north and east of a line commencing at the Minnesota-North Dakota state line on U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of MN St. Hwy 371, thence south on MN St. Hwy 371 to the jct. of U.S. Hwy 10, thence south on U.S. Hwy 10 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the Minnesota-Iowa state line;

(66)(b) Between points in Louisiana on, east and south of a line commencing at the Louisiana-Mississippi state line on LA St. Hwy 131, thence south on LA St. Hwy 131 to the jct. of LA St. Hwy 15, thence south on LA St. Hwy 15 to the jct. of LA St. Hwy 1, thence south on LA St. Hwy 1 to the jct. of LA St. Hwy 78, thence south on LA St. Hwy 78 to the jct. of U.S. Hwy 190, thence west on U.S. Hwy 190 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of I–10, thence west on I–10 to the jct. of U.S. Hwy. 90, thence west on U.S. Hwy 90 to the Texas-Louisiana state line, on the one hand, and, on the other, Anson, Missouri;

(66)(c) Between points in Louisiana on and east of a line commencing at the Arkansas-Louisiana state line on LA St. Hwy 139, thence south on LA St. Hwy 139 to the jct. of U.S. Hwy 165, thence south on U.S. Hwy 165 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of LA St. Hwy 82, thence south on LA St. Hwy 82 to the jct. of LA St. Hwy 333, thence southeast on LA St. Hwy 333 to the terminus of LA St. Hwy 333 at Intracoastal Louisiana, on the one hand, and, on the other, points in Montana on, west and north of a line commencing at the Idaho-Montana state line on U.S. Hwy 12, thence east on U.S. Hwy 12 to the jct. of U.S. Hwy 10, thence south and east on U.S. Hwy 10 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of U.S. Hwy 87, thence northeast on U.S. Hwy 87 to the MT. Secondary Road 233 at Havre, Montana, thence north on MT Secondary Road 233 to the United States-Canadian border;

(66)(d) Between points in Louisiana on and east of line commencing at the Louisiana-Mississippi state line on LA St. Hwy 10, thence west on LA St. Hwy 10 to the jct. of LA St. Hwy 21, thence south on LA St. Hwy 21 to the jct. of LA St. Hwy 41, thence south on LA St. Hwy 41 to the jct. of U.S. Hwy 11, thence southwest on U.S. Hwy 11 to the jct. of U.S. Hwy 90, thence west on U.S. Hwy 90 to the jct. of U.S. BR Hwy 90, thence southeast on U.S. BR Hwy 90 to the jct. of LA St. Hwy 23, thence southeast on LA St. Hwy 23 to its terminus at Venice, Louisiana, on the one hand, and, on the other, points in Nebraska on and north of a line commencing at the Nebraska-Iowa state line on U.S. Hwy 20, thence west on U.S. Hwy 20 to the Nebraska-Wyoming state line;

(66)(e) Between points in Louisiana on and east of a line commencing at the Louisiana-Mississippi state line on U.S. Hwy 90, thence west on U.S. Hwy 90 to the jct. of I–59, thence north on I–59 to the jct. of LA St. Hwy 41, thence northwest on LA St. Hwy 41 to the jct. of LA St. Hwy 21, thence north on LA St. Hwy 21 to the Louisiana-Mississippi state line, and Millikin, Louisiana, on the one hand, and, on the other, points in Nevada on, north and west of a line commencing at the Nevada-Utah state line on NV St. Hwy 30, thence southwest on NV St. Hwy 30 to the jct. of U.S. Hwy 40, thence southwest and northwest on U.S. Hwy 40 to the jct. of U.S. Hwy 395, thence south on U.S. Hwy 395 to the jct. of NV St. Hwy 88, thence south on NV St. Hwy 88 to the Nevada-California state line;

(66)(f) Between points in Louisiana on and east of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy 65, thence south on U.S. Hwy 65 to the Louisiana-Mississippi state line; and points in Louisiana on and east of a line commencing at the Louisiana-Mississippi state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy BR 61 at Baton Rouge, Louisiana, thence south on U.S. Hwy BR 61 to the jct. of I–10, thence west on I–10 to the jct. of LA St. Hwy 1, thence south on LA St. Hwy 1 to the jct. of LA St. Hwy 20, thence south on LS St. Hwy 20 to the jct. of LA St. Hwy 24, thence south on LA St. Hwy 24 to the jct. of LA St. Hwy 315, thence south on LS St. Hwy 315 to its terminus near the Gulf of Mexico, on the one hand, and, on the other, points in Oregon on and north of a line commencing at the California-Oregon state line on U.S. Hwy 395, thence north on U.S. Hwy 395 to the jct. of OR St. Hwy 78, thence southeast on OR St. Hwy 78 to the jct. of U.S. Hwy 95, thence southeast on U.S. Hwy 95 to the Idaho-Oregon state line;

(66)(g) Between points in Louisiana on and east of a line commencing at the Mississippi-Louisiana state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 190, thence west on U.S. Hwy 190 to the jct. of LA St. Hwy 1, thence southeast on LA St. Hwy 1 to the jct. of LA St. Hwy 24, thence southeast on LA St. Hwy 24 to the jct. of LA St. Hwy 1, thence southeast on LA St. Hwy 1 to its terminus; on the Gulf of Mexico; and points in Delta and Vidalia, Louisiana, on the one hand, and, on the other, points in South Dakota on, north and west of a line commencing at the Minnesota-South Dakota state line on U.S. Hwy 12, thence west on U.S. Hwy 12 to the jct. of SD St. Hwy 20, thence west on SD St. Hwy 20 to the jct. of U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of SD St. Hwy 79, thence south on SD St. Hwy 79 to the jct. of SD St. Hwy 40, thence west on SD St. Hwy 40 to the jct. of U.S. Hwy 385, thence northwest on U.S. Hwy 385 to the jct. of U.S. Hwy 85, thence southwest on U.S. Hwy 85 to the South Dakota-Wyoming state line;

(66)(h) Between points in Louisiana on and east of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy 165, thence south on U.S. Hwy 165 to the jct. of U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of U.S. Hwy 90, thence southeast on U.S. Hwy 90 to the jct. of LA St. Hwy 83, thence west on LA St. Hwy 83 to Louisa, Louisiana, on the one hand, and, on the other, points in Washington on, north and west of a line commencing at the Idaho-Washington state line on U.S. Hwy 10, thence west on U.S. Hwy 10 to the jct. of I–90, thence southwest on I–90 to the jct. of U.S. Hwy 10, thence west on U.S. Hwy 10 to the jct. of I–90 thence west on I–90 to the jct. of U.S. Hwy 97, thence south on U.S. Hwy 97 to thence jct. of U.S. Hwy 12, thence west on U.S. Hwy 12 to the jct. of I–5 thence south on I–5 to the jct. of WA St. Hwy 4, thence west on WA St. Hwy 4 to the jct. of WA St. Hwy 433, thence south on WA St. Hwy 433 to the Oregon-Washington state line;

(66)(i) Between points in Louisiana on and east of a line commencing at the Mississippi-Louisiana state line on LA St. Hwy 21, thence south and southwest on LA St. Hwy 21 to the jct. of U.S. Hwy 190, thence south on U.S. Hwy 190 to the jct. of Lake Pontchartrain Causeway, thence south on Lake Pontchartrain Causeway to the jct. of U.S. Hwy 61, thence east on U.S. Hwy 61 to the jct. of U.S. Hwy BR 90, thence south on U.S. Hwy BR 90 to the jct. of LA St. Hwy 23, thence south on LA St. Hwy 23 to the terminus of LA St. Hwy 23 at Venice, Louisiana, on the one hand, and, on the other, points in Wyoming on, west and north of a line commencing at the Montana-Wyoming state line on WY St. Hwy 338, thence southwest on WY St. Hwy 338 to the jct. of U.S. Hwy 87, thence southeast on U.S. Hwy 87 to Sheridan, Wyoming thence northwest on U.S. Hwy 87 to the jct. of U.S. Hwy 14, thence southwest on U.S. Hwy 14 to the jct. of WY St. Hwy 789, thence south on WY St. Hwy 789 to the jct. of U.S. Hwy 287, thence northwest on U.S. Hwy 287 to the jct. of U.S. Hwy 26, thence northwest and southwest on U.S. Hwy 26 to the Wyoming-Idaho state line;

(67) Between points in Maine, on the one hand, and, on the other, points in

the upper peninsula of Michigan on, south and west of a line commencing at L'Anse, Michigan, thence south and east on U.S. Hwy 41 to the jct. of MI St. Hwy 35, thence south and east on MI St. Hwy 35 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to Escanaba, Michigan;

(68) Between points in Maryland, on the one hand, and, on the other, points in upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of MI St. Hwy 141, thence north on MI St. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to L'Anse, Michigan;

(69) (a) Between points in Massachusetts, on the one hand, and, on the other, points in the upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to L'Anse, Michigan;

(69) (b) (i) Between points in Massachusetts, on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 26, thence northeast on WI St. Hwy 26 to the jct. of U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of WI St. Hwy 59, thence east on WI St. Hwy 59 to its terminus at Milwaukee, Wisconsin;

(69) (b) (ii) Between points in Massachusetts on and east of a line commencing at the Massachusetts-Vermont state line on U.S. Hwy 5, thence south on U.S. Hwy 5 to the Connecticut-Massachusetts state line, on the one hand, and, on the other, points in Wisconsin;

(70) (a) Between Temperance, Michigan, on the one hand, and, on the other, St. Vincent and Warroad, Minnesota;

(70) (b) Between points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at Grand Marais, Michigan, thence south on MI St. Hwy 77 to Blaney Park, Michigan, on the one hand, and, on the other, points in Missouri on and south of a line commencing at the Kansas-Missouri state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the Missouri-Illinois state line;

(70) (c) Between points in Michigan, bounded on the west by Lake Michigan, bounded on the north by a line commencing at Ludington, Michigan, thence south on U.S. Hwy 31 to the jct. of I-96, thence east on I-96 to the jct. of MI St. Hwy 21, thence east on MI St. Hwy 21 to its terminus at Port Huron, Michigan; and bounded on the east by Lake Huron, St. Clair River, Lake St. Clair, Detroit River, and Lake Erie, bounded on the south by the Ohio-Indiana state line and a line commencing at the Michigan-Indiana state line on U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of MI St. Hwy 140, thence north on MI St. Hwy 140 to the jct. of I-94, thence west on I-94 to the jct. of I-94BL, thence west on I-94BL to ST. Joseph, Michigan, on the one hand, and, on the other, points in Montana on and west of a line commencing at the Montana-Wyoming state line on U.S. Hwy 212, thence northwest on U.S. Hwy 212 to the jct. of MT St. Hwy 22, thence north on MT St. Hwy 22 to the jct. of MT St. Hwy 200, thence east on MT St. Hwy 200 to the jct. of MT St. Hwy 13, thence north on MT St. Hwy 13 to the United States-Canadian border;

(70) (d) Between points in the lower peninsula of Michigan, on the one hand, and, on the other, points in Nebraska on and south of a line commencing at the Wyoming-Nebraska state line on U.S. Hwy 26, thence east on U.S. Hwy 26 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of U.S. Hwy 34, thence east on U.S. Hwy 34 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of U.S. Hwy 77, thence south on U.S. Hwy 77 to the Kansas-Nebraska state line;

(70) (e) Between points in the upper peninsula of Michigan on, south and west of a line commencing at the United States-Canadian border on I-75, thence southwest on I-75 to Mackinaw City; and, points in the lower peninsula of Michigan, on the one hand, and, on the other, points in Nevada;

(70) (f) Between points in Michigan on, south and west of a line commencing at L'Anse, Michigan, thence south and east on U.S. Hwy 41 to the jct. of MI St. Hwy 95, thence south on MI St. Hwy 95 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to Escanaba, Michigan, on the one hand, and, on the other, points in New Hampshire;

(70) (g) Between points in the upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to Baraga, Michigan, on the one hand, and, on the other, points in New Jersey;

(70) (h) (i) Between points in Michigan, on the one hand, and, on the other, points in New Mexico on and south of a line commencing at the New Mexico-Arizona state line on U.S. Hwy 66, thence east on U.S. Hwy 66 to the jct. of U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the New Mexico-Texas state line;

(70) (h) (ii) Between points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at Hancock, Michigan, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of Michigan-Wisconsin state line, on the one hand, and, on the other, points in New Mexico;

(70) (i) Between points in the upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the terminus at Baraga, Michigan; and the point of Menominee, Michigan, on the one hand, and, on the other, points in New York on and east of a line commencing at Cape Vincent, New York, thence southeast on NY St. Hwy 12E to the jct. of NY St. Hwy 12, thence southeast on NY St. Hwy 12 to the jct. of NY St. Hwy 8, thence south on NY St. Hwy 8 to the jct. of NY St. 17, thence southeast on NY St. Hwy 17 to the terminus of Hale Eddy, New York;

(70) (i) Between points in Michigan on, south and east of a line commencing at the Michigan-Ohio state line on U.S. Hwy 25, thence northeast on U.S. Hwy 25 to the terminus of Port Huron, Michigan; and the point of Temperance, Michigan, on the one hand, and, on the other, points in North Dakota on and west of a line commencing at the North Dakota-South Dakota state line on ND St. Hwy 6, thence north on ND St. Hwy 6 to the jct. of U.S. Hwy 83, thence north on U.S. Hwy 83 to the jct. of ND St. Hwy 256, thence north on ND St. Hwy 256 to the United States-Canadian border;

(70) (k) Between points in Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141, to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to L'Anse, Michigan, on the one hand, and, on the other, points in Ohio on and south of a line commencing at the Ohio-West Virginia state line on U.S. Hwy 22, thence west on U.S. Hwy 22 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of U.S. Hwy 68, thence southwest on U.S. Hwy 68 to the jct. of U.S. Hwy 42, thence southwest on U.S. Hwy 42 to the Ohio-Kentucky state line;

(70) (l) Between points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at the Wisconsin-Michigan state line on MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of MI St. Hwy 203, thence north on MI St. Hwy 203 to the terminus at F. J. McLain State

Park., on the one hand, and, on the other, points in Oklahoma;

(70) (m) Between points in Michigan on, south and southwest of a line commencing at Alpena, Michigan, thence west on MI St. Hwy 32 to the jct. of U.S. Hwy 131, thence southwest on U.S. Hwy 131 to the jct. of MI St. Hwy 72, thence west on MI St. Hwy 72 to the jct. of MI St. Hwy 22, thence north on MI St. Hwy 22 to the jct. of MI St. Hwy 201, thence north on MI St. Hwy 201 to its terminus at the Government Lighthouse at Cat Head Point, Michigan, on the one hand, and, on the other, points in Oregon;

(70) (n) Between points in the upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to its terminus at Copper Harbor, and Menominee, Michigan, on the one hand, and, on the other, points in Pennsylvania on and south and east of a line commencing at the Pennsylvania-West Virginia state line on U.S. Hwy 40, thence northeast on U.S. Hwy 40 to the jct. of U.S. Hwy 19, thence north on U.S. Hwy 19 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of PA St. Hwy 350, thence north on PA St. Hwy 350 to the jct. of PA St. Hwy 45, thence northeast on PA St. Hwy 45 to the jct. of PA St. Hwy 26, thence northeast on PA St. Hwy 26 to the jct. of PA St. Hwy 64, thence northeast on PA ST. Hwy 64 to the jct. of PA St. Hwy 120, thence north on PA St. Hwy 120 to the jct. of U.S. Hwy 220, thence northeast on U.S. Hwy 220 to the New York-Pennsylvania state line;

(70) (o) Between points in Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of MI St. Hwy 35, thence north on MI St. Hwy 35 to the jct. of U.S. Hwy 41 at Escanaba, Michigan, thence north on U.S. Hwy 41 to its terminus at Marquette, Michigan, on the one hand, and, on the other, points in Rhode Island;

(70) (p) Between points in the lower peninsula of Michigan, bounded on the west by Lake Huron, on the north by a line commencing at Ludington, Michigan, thence east on U.S. Hwy 10 to the jct. of I–75, thence north on I–75 to the jct. of MI St. Hwy 61, thence east on MI St. Hwy 61 to the jct. of U.S. Hwy 23, thence northeast on U.S. Hwy 23 to Tawas City, Michigan, bounded on the east by Lake Huron, the St. Clair River, Lake St. Clair, the Detroit River, and Lake Erie, and bounded on the south by a line commencing at St. Joseph, Michigan (on Lake Michigan), thence south on U.S. Hwy 33 to the Indiana-Michigan state line, thence along the Indiana-Michigan state line and the Ohio-Michigan state line to Lake Erie, on the one hand, and, on the other, points in South Dakota on and west of a line commencing at the South Dakota-Wyoming state line on U.S. Hwy 212, thence southeast on U.S. Hwy 212 to the jct. of SD St Hwy 34, thence southeast on SD St. Hwy 34 to the jct. of SD ST. Hwy 79, thence south on SD ST. Hwy 79 to the jct. of U.S. Hwy 18, thence west on U.S. Hwy 18 to the South Dakota-Wyoming state line;

(70) (q) Between points in Michigan, on the one hand, and, on the other, points in Texas on and south of a line commencing at the Texas-Oklahoma state line on I–40 thence west on I–40 to the New Mexico-Texas state line;

(70) (r) Between points in the lower peninsula of Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at Grand Marais, Michigan, thence south on MI St. Hwy 77 to Blaney Park, Michigan, on the one hand, and, on the other, points in Utah;

(70) (s) Between points in the upper peninsula of Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to Baraga, Michigan, on the one hand, and, on the other, points in Vermont;

(70) (t) Between points in the upper peninsula of Michigan on, south and west of a line commencing at Escanaba, Michigan, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the terminus at Baraga, Michigan, on the one hand, and, on the other, points in Virginia;

(70) (u) Between points in Michigan on, south and west of a line commencing at Tawas City, Michigan, thence west on MI St. Hwy 55 to the jct. of MI St. Hwy 76, thence northwest on MI St. Hwy 76 to the jct. of I–75, thence northwest on I–75 to the jct. of BR I–75, thence northwest on BR I–75 to the jct. of MI St. Hwy 72, thence west on MI St. Hwy 72 to the jct. of MI St. Hwy 22, thence north on MI St. Hwy 22 to the jct. of MI St. Hwy 201, thence north on MI St. Hwy 201 to its terminus at the Government Lighthouse at Cat Head Point, Michigan, on the one hand, and, on the other, points in Washington;

(70) (v) Between points in Michigan on and west of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of MI St. Hwy 95, thence north on MI St. Hwy 95 to the jct. of MI St. Hwy 69, thence west on MI St. Hwy 69 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to L'Anse, Michigan, on the one hand, and, on the other, points in West Virginia on and south of a line commencing at the Ohio-West Virginia state line on Interstate–70, thence east on I–70 to the Pennsylvania-West Virginia state line;

(70) (w) Between points in the lower peninsula of Michigan, on the one hand, and, on the other, points in Wyoming on, south and west of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy 26, thence northwest on U.S. Hwy 26 to the jct. of I–25, thence south on I–25 to the jct. of WY St. Hwy 34, thence southwest on WY St Hwy 34 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of U.S. Hwy 187, thence north on U.S. Hwy 187 to the jct. of WY St. Hwy 28, thence northeast on WY ST. Hwy 28 to the jct. of U.S. Hwy 287, thence west on U.S. Hwy 287 to the jct. of U.S. Hwy 26, thence west on U.S. Hwy 26 to the Idaho-Wyoming state line;

(71) (a) (i) Between points in Minnesota, on the one hand, and, on the other, points in Mississippi on and east of a line commencing at the Arkansas-Mississippi state line on U.S. Hwy 49, thence southeast and south on U.S. Hwy 49 to the jct. of U.S. Hwy 49E, thence south on U.S. Hwy 49E to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of I–55, thence south on I–55 to the Mississippi-Louisiana state line;

(71) (a) (ii) Between points in Minnesota on, north and east of a line commencing at the South Dakota-Minnesota state line on U.S. Hwy 12, thence northeast on U.S. Hwy 12 to the jct. of MN St. Hwy 7, thence east on MN St. Hwy 7 to the jct. of MN St. Hwy 15, thence south on MN St. Hwy 15 to the jct. of U.S. Hwy 14 at New Ulm, Minnesota, thence east on U.S. Hwy 14 to the jct. of MN St. Hwy 22, thence south on MN St. Hwy 22 to the jct. of U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct. of U.S. Hwy 69, thence south on U.S. Hwy 69 to the Minnesota-Iowa state line, on the one hand, and, on the other, points in Mississippi;

(71) (b) (i) Between points in Minnesota on and north of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 14, thence northwest and west on U.S. Hwy 14 to the Minnesota-South Dakota state line, on the one hand, and, on the other, points in Missouri on, north and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy 62, thence west on U.S. Hwy 62 to the jct. of U.S. Hwy 61, thence north on U.S. Hwy 61 to Cape Girardeau, Missouri;

(71) (b) (ii) Between points in Minnesota on, north and west of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 2, thence northwest on U.S. Hwy 2 to the jct. of U.S. Hwy 59, thence south on U.S. Hwy 59 to the jct. of U.S. Hwy 10, thence west on U.S. Hwy 10 to the Minnesota-North Dakota state line, on the one hand, and, on the other, points in Missouri on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence northeast on U.S. Hwy 67 to the jct. of I–55, thence north and east on I–55 to the Illinois-Missouri state line;

(71) (c) Between Reno, Minnesota, on the one hand, and, on the other, Searchlight, Nevada;

(71) (d) (i) Between points in Minnesota on, west and north of a line commencing at the Minnesota-Iowa State line on U.S. Hwy 218, thence north on U.S. Hwy 218 to the jct. of U.S. Hwy 65, thence north on U.S. Hwy 65 to the jct. of U.S. Hwy 14, thence west on U.S. Hwy 14 to the jct. of MN St. Hwy 15, thence north on MN St. Hwy 15 to the jct. of U.S. Hwy 10, thence north on U.S. Hwy 10 to the jct. of MN St. Hwy 371, thence north on MN St. Hwy 371 to the jct. of MN St. Hwy 210, thence northeast on MN St. Hwy 210 to its terminus at the jct. of MN St. Hwy 210 and MN St. Hwy 23 (near the St. Louis River), on the one hand, and, on the other, points in New York;

(71(d) (ii) Between points in Minnesota, on the one hand, and, on the other, points in New York on and east of a line commencing at Rochester, New York, thence south of NY St Hwy 15–A to the jct. of U.S. Hwy 15, thence south on U.S. Hwy 15 to the jct. of NY St. Hwy 21, thence south on NY St. 21, to the jct. of NY St. Hwy 36, thence south of NY St. Hwy 36 to the New York-Pennsylvania state line;

71(d) (iii) Between Minneapolis and St. Paul, Minnesota, on the one hand, and, on the other, points in New York on, north and west of a line commencing at Athol Springs, New York, thence south of NY St. Hwy 75 to the jct. of U.S. Hwy 20, thence northeast on U.S. Hwy 20 to the jct. of NY St. Hwy 78, thence north on NY St. Hwy 78 to the terminus at Olcot, New York;

(71) (e) (i) Between points in Minnesota, on the one hand, and, on the other, points in Ohio on and south on a line commencing at the Ohio-Indiana state line on OH St. Hwy 571, thence east on OH St. Hwy 571 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of OH St. Hwy 29, thence east on OH St. Hwy 29 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of OH St. Hwy 16, thence east on OH St. Hwy 16 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the Ohio-West Virginia state line;

(71) (e) (ii) Between points in Minnesota on, west and south of a line commencing at the Minnesota-Iowa state line on U.S. Hwy 69, thence north on U.S. Hwy 69 to the jct. of U.S. Hwy 16, thence west on U.S. Hwy 16 to the jct. of MN St. Hwy 22, thence west on MN St. Hwy 22 to the jct. of MN St. Hwy 30, thence west on MN ST. Hwy 30 to the jct. of U.S. Hwy 59, thence north on U.S. Hwy 59 to the jct. of MN St. Hwy 34, thence east on MN St Hwy 34 to the jct. of U.S. Hwy 71, thence north on U.S. Hwy 71 to its terminus at International Falls, Minnesota, on the one hand, and, on the other, points in Ohio on and south of a line commencing at Cleveland, Ohio, thence southwest on U.S. Hwy 42 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of U.S. Hwy 30S. thence west on U.S. Hwy 30S to the jct. of I–75, thence south on I–75 to the jct. of OH St. Hwy 47, thence west on OH St. Hwy 47 to the Ohio-Indiana state line; and the point of Lima, Ohio;

(71) (f) Between points in Minnesota on and east of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 53, thence northwest on U.S. Hwy 53 to its terminus at International Falls, Minnesota; and the point of Reno, Minnesota, on the one hand, and, on the other, Idabel, Oklahoma;

(71) (g) (i) Between points in Minnesota on and west of a line commencing at the Iowa-Minnesota state line on U.S. Hwy 65, thence northwest on U.S. Hwy 65 to the jct. of U.S. Hwy 16, thence west on U.S. Hwy 16 to the jct. of MN St. Hwy 22, thence northwest on MN St. Hwy 22 to the jct. of U.S. Hwy 14, thence west on U.S. Hwy 14 to the jct. of U.S. Hwy 71, thence north on U.S. Hwy 71 to the jct. of MN St. Hwy 210, thence east on MN St. Hwy 210 to the jct. of U.S. Hwy 169, thence northeast on U.S. Hwy 169 to the jct. of U.S. Hwy 53, thence north on U.S. Hwy 53 to the jct. of MN St. Hwy 169, thence northeast on MN St. Hwy 169, to the jct of MN St. Hwy 1, thence east on MN St. Hwy 1 to its terminus at the jct. of U.S. Hwy 61, on the one hand, and, on the other, points in Pennsylvania;

(71) (g) (ii) Between points in Minnesota, on the one hand, and, on the other, points in Pennsylvania on, south and east of a line commencing at the Pennsylvania-West Virginia state line on U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of U.S. Hwy 220, thence northeast on U.S. Hwy 220 to the jct. of U.S. Hwy 15, thence north on U.S. 15 to the New York-Pennsylvania state line;

(71) (h) (i) Between points in Minnesota on and east of a line commencing at the United States-Canadian boundary on MN St. Hwy 313, thence south on MN St. Hwy 313 to the jct. of MN St. Hwy 11, thence east on MN St. Hwy 11 to the jct. of MN St. Hwy 72, thence south on MN St. Hwy 72 to the jct. of MN St. Hwy 1, thence west on MN St. Hwy 1 to the jct. of MN St. Hwy 89, thence south on MN St. Hwy 89 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the Wisconsin-Minnesota state line and points in Minnesota on and east of a line commencing at the Wisconsin-Minnesota state line on U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 16, thence south on U.S. Hwy 16 to the jct. of MN St. Hwy 26, thence south on MN St. Hwy 26 to the Minnesota-Iowa state line, on the one hand, and, on the other, Houston, Texas;

(71) (h) (ii) Between points in Minnesota on and east of a line commencing at Duluth, Minnesota, thence north on U.S. Hwy 53 to its terminus at International Falls, on the one hand, and, On the other, points in Texas on and south of a line commencing at Del Rio, Texas, thence east on U.S. Hwy 90 to the jct. of I–10, thence east on I–10 to the jct. of U.S. Hwy 77, thence north on U.S. Hwy 77 to the jct. of TX St. Hwy 21, thence north on TX St. Hwy 21 to the jct. of U.S. Hwy 287, thence north on U.S. Hwy 287 to the jct. of TX St. Hwy 155, thence north on TX St. Hwy 155 to the jct. of U.S. Hwy 259, thence north on U.S. Hwy 259 to the jct. of U.S. Hwy 67, thence east on U.S. Hwy 67 to the Texas-Arkansas state line;

(71) (i) Between points in Minnesota, on the one hand, and, on the other points in West Virginia on and south of a line commencing at the Ohio-West Virginia line on U.S. Hwy 22, thence northeast on U.S. Hwy 22 to the jct. of WV St. Hwy 2, thence north on WV St. Hwy 2 to Weirton, West Virginia, thence south on WV St. Hwy 2 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the West Virginia-Pennsylvania state line;

(72) (a) Between points in Nebraska on and north of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy 30, thence east on U.S. Hwy 30, to the jct. of NE St. Hwy 70, thence north on NE St. Hwy 70 to the jct. of NE St. Hwy 92, thence east on NE St. Hwy 92 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 275, thence south on U.S. Hwy 275 to the jct. of NE St. Hwy 92, thence east on NE St. Hwy 92 to the jct. of U.S. Hwy 6, thence east on U.S. Hwy 6 to the Nebraska-Missouri state line, on the one hand, and, on the other, points in Mississippi on and east of a line commencing at Gulfport, Mississippi, thence north on U.S. Hwy 49 to the jct. of I–59, thence north on I–59 to the jct. of U.S. Hwy. 45, thence north on U.S. Hwy 45 to the Mississippi-Tennessee state line;

(72) (b) Between points in Mississippi on, north and east of a line commencing at the Mississippi-Louisiana state line on MS St. Hwy 26, thence east on MS St. Hwy 26 to the jct. of U.S. Hwy 11, thence northeast on U.S. Hwy 11 to the jct. of U.S. Hwy 49, thence northwest on U.S. Hwy 49 to the jct. of U.S. Hwy 49W, thence northwest on U.S. Hwy 49W to the jct. of U.S. Hwy 82, thence west on U.S. Hwy 82 to the terminus at Greenville, Mississippi, on the one hand, and, on the other, points in Nevada on and west of a line commencing at the Nevada-California state line on U.S. Hwy 395, thence south on U.S. Hwy 395 to the jct. of NV St. Hwy 88, thence south on NV St. Hwy 88 to the Nevada-California state line; and points in Nevada on and north of a line commencing at the Nevada-California state line on NV St. Hwy 81, thence southeast on NV St. Hwy 81 to the jct. of NV St. Hwy 34, thence south on NV St. Hwy 34 to Empire, Nevada, thence north on NV St. Hwy 34 to the jct. of NV St. Hwy 48, thence east on NV St. Hwy 48 to the jct. NV St. Hwy 49, thence east on NV St. Hwy 49 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of NV St. Hwy 30, thence east on NV St. Hwy 30 to the Nevada-Utah state line;

(72) (c) Between points in Mississippi on and east of a line commencing at the Mississippi-Tennessee state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of U.S. Hwy 49–E, thence south on U.S. Hwy 49–E to the jct. of MS ST. Hwy 12, thence southeast on MS St. Hwy 12 to the jct. of MS St. Hwy 17, thence southeast on MS St. Hwy 17 to the jct. of U.S. Hwy 51, thence

south on U.S. Hwy 51 to the jct. of I–55 at Terry, Mississippi, thence south on I–55 to the Louisiana-Mississippi state line, on the one hand, and, on the other, points in South Dakota on and north of a line commencing at the Wyoming-South Dakota state line on U.S. Hwy 18, thence northeast on U.S. Hwy 18 to the jct. of SD St. Hwy 79, thence north on SD St. Hwy 79 to the jct of U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct of U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of SD St. Hwy 40, thence southeast on SD St. Hwy 40 to the jct. of U.S. Hwy 183, thence south on U.S. 183 to the jct. of U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of SD St. Hwy 47, thence north on SD St. Hwy 47 to the jct. of U.S. Hwy 14, thence east on U.S. Hwy 14 to the South Dakota-Minnesota state line;

(72) (d) Between points in Mississippi on and east of a line commencing at the Arkansas-Mississipi state line on U.S. Hwy 49, thence southeast and south on U.S. Hwy 49 to the jct. of U.S. Hwy 49E, thence south on U.S. Hwy 49E to the jct. of MS St. Hwy 12, thence southeast on MS St. Hwy 12 to the jct. of MS St. Hwy 17, thence south on MS ST. Hwy 17 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of I–20 at Jackson, Mississippi, thence east on I–20 to the jct. of U.S. Hwy 49, thence southeast and south on U.S. Hwy 49 to its terminus at Gulfport, Mississippi, on the one hand, and, on the other, points in Utah on, north and west of a line commencing at the Nevada-Utah state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of UT St. Hwy 39, thence northeast on UT St. Hwy 39 to the jct. of UT St. Hwy 16, thence north on UT ST. Hwy 16 to the jct. of UT. St. Hwy 30, thence east on UT ST. Hwy 30 to the Utah-Wyoming state line;

(72) (e) Between points in Mississippi on and east of a line commencing at the Mississippi-Tennessee state line on U.S. Hwy 61, thence southwest on U.S. Hwy 61 to the jct. of MS St. Hwy 3, thence south on MS St. Hwy 3 to the jct. of MS St. Hwy 6, thence west on MS St. Hwy 6 to the jct. of U.S. Hwy 49E, thence southeast on U.S. Hwy 49E to the jct. of U.S. Hwy 82, thence east on U.S. Hwy 82 to the jct. of MS St. Hwy 35, thence south on MS St. Hwy 35 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to its terminus at Gulfport, Mississippi, on the one hand, and, on the other, points in Wyoming on, north and west of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy 26, thence west on U.S. Hwy 26 to the jct. of U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of WY St. Hwy 530, thence south on WY St. Hwy 530 to the Utah-Wyoming state line;

(73) (a) Between points in Missouri on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Montana;

(73) (b) Between points in Missouri on and northeast of a line commencing at Cape Girardeau, Missouri, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 62 at Sikeston, Missouri, thence east on U.S. Hwy 62 to its jct. with the Kentucky-Missouri state line, on the one hand, and, on the other, points in Nebraska on and northwest of a line commencing at the Colorado-Nebraska state line on NE St. Hwy 71, thence north on NE St. Hwy 71 to the jct. of NE St. Hwy 92, thence east on NE St. Hwy 92 to the jct. of U.S. Hwy 26, thence east on U.S. Hwy 26 to the jct. of U.S. Hwy 385, thence north on U.S. Hwy 385 to the jct. of NE St. Hwy 87, thence north on NE St. Hwy 87 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of U.S. Hwy 83, thence north on U.S. Hwy 83 to the Nebraska-South Dakota state line;

(73(c) Between points in Missouri on and east of a line commencing at the Missouri-Arkansas state line on MO St. Hwy 51, thence north on MO St. Hwy 51 to the jct. of MO St. Hwy 53, thence northwest on MO St. Hwy 53 to the jct. of U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of I–55 thence north on I–55 to the terminus at St. Louis, Missouri, on the one hand, and, on the other, points in Nevada on, north and east of a line commencing at the Nevada-California state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of NV St. Hwy 25, thence southeast on NV St. Hwy 25 to the jct. of U.S. Hwy 93, thence southeast on U.S. Hwy 93 to the jct. of NV St. Hwy 7, thence southeast on NV St. Hwy 7 to the jct. of I–15, thence northeast on I–15 to the Nevada-Arizona state line;

(73) (d) (i) Between St. Louis, Missouri, on the one hand, and, on the other, points in New Mexico on, west and south of a line commencing at the Arizona-New Mexico state line on I–10, thence east on I–10 to the jct. of U.S. Hwy 80, thence south on U.S. Hwy 80 to the New Mexico-Arizona state line;

(73) (d) (ii) Between Cape Girardeau, Missouri, on the one hand, and, on the other, points in New Mexico on, north and west of a line commencing at the Arizona-New Mexico state line on NM St. Hwy 504, thence east on NM St. Hwy 504 to the jct. of U.S. Hwy 666, thence north on U.S. Hwy 666 to the New Mexico-Colorado state line;

(73) (e) Between points in Missouri on and east of a line commencing at the Missouri-Arkansas state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Missouri-Illinois state line, on the one hand, and, on the other, points in North Dakota on, west and north of a line commencing at the North Dakota-South Dakota state line on ND St. Hwy 3, thence north on ND St. Hwy 3 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to the North Dakota-Minnesota state line;

(73) (f) Between points in Missouri, on the one hand, and, on the other, points in Ohio on and north of a line commencing at Cincinnati, Ohio, thence east on U.S. Hwy 50 to the jct. of OH ST. Hwy 753, thence south on OH St. Hwy 753 to the jct. OH St. Hwy 41, thence south on OH St. Hwy 41 to the jct. of OH ST. Hwy 124, thence east on OH St. Hwy 124 to the jct. of U.S. Hwy 35, thence east on U.S. Hwy 35 to the jct. of OH St. Hwy 160, thence south on OH St. Hwy 160 to its terminus at Gallipolis, Ohio;

(73) (g) Between points in Missouri on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of U.S. Hwy 61, thence north on U.S. Hwy 61 to the jct. of MO St. Hwy 47, thence east on MO St. Hwy 47 to the jct. of MO St. Hwy 79, thence north on MO St. Hwy 79 to Louisiana-Missouri state line, on the one hand, and, on the other, points in Oregon;

(73) (h) (i) Between points in Missouri on and east of a line commencing at Cape Girardeau, Missouri, thence south on U.S. Hwy 61 to Madrid, Missouri, on the one hand, and, on the other, points in South Dakota on and northwest of a line commencing at the South Dakota-Nebraska state line on SD St. Hwy 47, thence north on SD St. Hwy 47 to the jct. of U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct. of SD St. Hwy 37, thence north on SD St. Hwy 37 to the jct. of SD St. Hwy 34, thence east on SD St. Hwy 34 to the jct. on U.S. Hwy 81, thence north on U.S. Hwy 81 to the U.S. Hwy 14, thence east on U.S. Hwy 14 to the South Dakota-Minnesota state line;

(73) (h) (ii) Between points in Missouri on and east of a line commencing at St. Louis, Missouri, thence south on Interstate 55 to the jct. of U.S. Hwy 67, thence south on U.S. Hwy 67 to the Missouri-Arkansas state line, on the one hand, and, on the other, points in South Dakota on and northwest of a line commencing at the North Dakota-South Dakota state line on U.S. Hwy 81 thence west on U.S. Hwy 81 to the jct. of SD. St. Hwy 23, thence west and south on SD St. Hwy 23 to the jct. of SD St. Hwy 10, thence west on SD St. Hwy 10 to the jct. of SD St. Hwy 37, thence south on SD St. Hwy 37 to the jct. of U.S. Hwy 12, thence west on U.S. Hwy 12 to the jct. of SD St. Hwy 47, thence south on SD St. Hwy 47 to the jct. of U.S. Hwy 212, thence west on U.S. Hwy 212 to the jct. of SD St. Hwy 79, thence south on SD St. Hwy 79 to the jct. of I–90, thence east on I–90 to the jct. of U.S. Hwy 16, thence south on U.S. Hwy 16 to the jct. of U.S. Hwy Alt. 16, thence south on U.S. Hwy Alt. 16 to the jct. of SD St. Hwy 87, thence south on SD St. Hwy 87 to the jct. of U.S. Hwy 385, thence south on U.S. Hwy 385 to the jct. of SD St. Hwy 71, thence south on SD St. Hwy 71 to the South Dakota-Nebraska state line;

(73) (i) Between points in Missouri on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 67, thence north on U.S. Hwy 67 to the jct. of I–244, thence north on I–244 to the jct. of I–270, thence east on I–270 to the Missouri-Illinois state line, on the one hand, and, on the other, points in Utah on, north and west of a line commencing at the Nevada-Utah state line

on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of UT St. Hwy 39, thence northeast on UT St. Hwy 39 to the jct. of UT St. Hwy 16, thence north on UT St. Hwy 16 to the jct. of UT St. Hwy 30, thence east on UT St. Hwy 30 to the Utah-Wyoming state line;

(73) (j) Between points in Missouri on, south and east of a line commencing at the Arkansas-Missouri state line on MO St. Hwy 17, thence north on MO St. Hwy 17 to the jct. of MO St. Hwy 137, thence north on MO St. Hwy 137 to the jct. of U.S. Hwy 63, thence north on U.S. Hwy 63 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to the jct. of MO St. Hwy 47, thence north on MO St. Hwy 47 to the jct. of U.S. Hwy 61, thence north on U.S. Hwy 61 to Hannibal, Missouri, on the one hand, and, on the other, points in Washington;

(73) (k) Between points in Missouri on, north and west of a line commencing at the Illinois-Missouri state line on MO St. Hwy 51, thence south on MO St. Hwy 51 to the jct. of MO St. Hwy 72, thence west on MO St. Hwy 72 to the jct. of MO St. Hwy 32 (One mile north of Stone Hill, Missouri), thence southwest on MO St. Hwy 32 to the jct. of MO St. Hwy 137, thence south on MO St. Hwy 137 to the jct. of U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 160, thence west on U.S. Hwy 160 to the jct. of MO St. Hwy 101, thence south on MO St. Hwy 101 to the jct. of MO St. Hwy 142, thence southwest on MO St. Hwy 142 to the Arkansas-Missouri state line, on the one hand, and, on the other, points in West Virginia;

(73) (l) (i) Between points in Missouri on and east of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 61, thence north on U.S. Hwy 61 to a terminus at Cape Girardeau, Missouri, on the one hand, and, on the other, points in Wisconsin on, north and east of a line commencing at the Illinois-Wisconsin state line on WI St. Hwy 69, thence north on WI St. Hwy 69 to the jct. of WI St. Hwy 92, thence northwest on WI St. Hwy 92 to the jct. of WI St. Hwy 78, thence north on WI St. Hwy 78 to the jct. of U.S. Hwy 12, thence north on U.S. Hwy 12 to the jct. of WI St. Hwy 33, thence northwest on WI St. Hwy 33 to a terminus at La Crosse, Wisconsin;

(73) (l) (ii) Between points in Missouri on, south and east of a line commencing at the Kansas-Missouri state line on U.S. Hwy 66, thence east on U.S. Hwy. 66 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Wisconsin on, north and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of U.S. Hwy 10, thence northwest on U.S. Hwy 10 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the Michigan-Wisconsin state line;

(73) (m) Between points in Missouri on and east of a line commencing at St. Louis, Missouri, thence south on I-55 to the jct. of MO St. Hwy 51, thence south on MO St. Hwy 51 to the jct. of U.S. Hwy 60, thence west on U.S. Hwy 60 to the jct. of MO St. Hwy 53, thence south on MO St. Hwy 53 to the jct. of MO St. Hwy 51, thence south on MO St. Hwy 51 to the Missouri-Arkansas state line, on the one hand, and, on the other, points in Wyoming on, north and west of a line commencing at the Wyoming-South Dakota state line on U.S. Hwy 16, thence west on U.S. Hwy 16 to the jct. of I-90, thence west on I-90 to the jct. of U.S. Hwy 16, thence west on U.S. Hwy 16 to the jct. of WY St. Hwy 789, thence south on WY St. Hwy 789 to the jct. of WY St. Hwy 28, thence south on WY St. Hwy 28 to the jct. of U.S. Hwy 187, thence south on U.S. St. Hwy 187 to the jct. of U.S. Hwy 30, thence west on U.S. 30 to the jct. of WY St. Hwy 530, thence south on WY St. Hwy 530 to the Wyoming-Utah state line;

(74) (a) Between Harve, Montana, on the one hand, and, on the other, Milam and Port Arthur, Texas;

(74) (b) Between points in Montana on Interstate-15, commencing at Dell, Montana, thence south on I-15 to the Montana-Idaho state line, on the one hand, and, on the other, Kenosha, Wisconsin;

(75) (a) Between Haigler, Nebraska, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at Racine, Wisconsin, thence south on WI St. Hwy 32 to the Wisconsin-Illinois state line.

(75) (b) Between points in Nebraska on, south and east of a line commencing at the Nebraska-Kansas state line on U.S. Hwy 73, thence north on U.S. Hwy 73 to the jct. of NE St. Hwy 4, thence east on NE ST. Hwy 4 to the Nebraska-Missouri state line; and the points of Haigler, Nebraska, on the one hand, and, on the other, Kenosha, Wisconsin;

(76) (a) Between points in Nevada on and north of a line commencing at the Nevada-Arizona state line on U.S. Hwy 91, thence southwest on U.S. Hwy 91 to the jct. of U.S. Hwy 95, thence northwest on U.S. Hwy 95 to the jct. of NV St. Hwy 29, thence south on NV St. Hwy 29 to the Nevada-California state line, on the one hand, and, on the other, points in Tennessee on, north and east of a line commencing at the Arkansas-Tennessee state line on TN St. Hwy 79, thence east on TN St. Hwy 79 to the jct. of TN St. Hwy 78, thence south on TN St. Hwy 78 to the jct. of TN St. Hwy 104, thence east on TN St. Hwy 104 to the jct. of U.S. Hwy 45W, thence south on U.S. Hwy 45W to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of TN St. Hwy 100, thence east on TN St. Hwy 100 to the jct. of TN St. Hwy 22, thence south on TN St. Hwy 22 to the jct. of TN ST. Hwy 69, thence south on TN St. Hwy 69 to the Tennessee-Alabama state line;

(76) (b) (i) Between points in Nevada, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at Marinette, Wisconsin, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 151, thence south on U.S. Hwy 151 to the jct. of WI ST. Hwy 26, thence south on WI St. Hwy 26 to the jct, of WI St. Hwy 19, thence south on WI St. Hwy 19 to the jct, of U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct. of WI St. Hwy 67, thence south on WI St. Hwy 67 to the jct. of U.S. Hwy 12, thence south on U.S. Hwy 12 to the Illinois-Wisconsin state line;

(76) (b) (ii) Between points in Nevada on and southwest of a line commencing at the California-Nevada state line on NV St. Hwy 8A, thence east on NV St. Hwy 8A to the jct. of NV St. Hwy 34, thence south on NV St. Hwy 34 to the jct. of NV St. Hwy 48, thence east on NV St. Hwy 48 to the jct. of NV St. Hwy 49, thence east on NV St. Hwy 49 to the jct. of I-80, thence east on I-80 to the jct. of U.S. Hwy 93, thence south on U.S. Hwy 93 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Nevada-Utah state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Wisconsin-Michigan state line on U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of WI St. Hwy 26, thence south on WI St. Hwy 26 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Wisconsin-Illinois state line;

(77) (a) Between points in New Mexico on, west and north of a line commencing at the Texas-New Mexico state line on U.S. Hwy 54, thence southwest on U.S. Hwy 54 to the jct. of U.S. Hwy 84, thence southeast on U.S. Hwy 84 to the jct. of NM St. Hwy 20, thence south on NM St. Hwy 20 to the jct. of U.S. Hwy 285, thence south on U.S. Hwy 285 to the jct. of U.S. Hwy 70, thence west and southwest on U.S. Hwy 70 to the jct. of U.S. Hwy 80, thence south on U.S. Hwy 80 to the New Mexico-Texas state line, on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy Alt. 41; thence southeast on U.S. Hwy Alt 41 to the jct. of U.S. Hwy 41, thence southeast on U.S. Hwy 41 to the Tennessee-Georgia state line;

(77) (b) (i) Between points in New Mexico on and south of a line commencing at the New Mexico-Texas state line on U.S. Hwy 70, thence west and southwest on U.S. Hwy 70 to the jct. of U.S. Hwy 380, thence west on U.S. Hwy 380 to the jct. of I-25, thence north on I-25 to the jct. of I-40, thence west on I-40 to the Arizona-New Mexico state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the Michigan-Wisconsin state line;

(77) (b) (ii) Between points in New Mexico on, south and east of a line commencing at the New Mexico-Texas state line on U.S. Hwy 62, thence southwest on U.S. Hwy 62 to the New Mexico-Texas state line; and the point of Animas, New Mexico, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Iowa-Wisconsin state line on WI St. Hwy 11, thence east on WI St. Hwy 11 to the jct. of WI St. Hwy 80, thence north on WI St. Hwy 80 to the jct. of WI St. Hwy 13, thence

north on WI St. Hwy 13 to the terminus of Red Cliff, Wisconsin;

(77) (b) (iii) Between points in New Mexico, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 26, thence north on WI St. Hwy 26 to the jct. of U.S. Hwy 41, thence northeast on U.S. Hwy 41 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the Michigan-Wisconsin state line;

(78) (a) Between points in New York on and east of a line commencing at Oswego, New York, thence south on NY St. Hwy 57 to the jct. of U.S. Hwy 11, thence south on U.S. Hwy 11 to the New York-Pennsylvania state line, on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at Marinette, Wisconsin, thence west on WI St. Hwy 64 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of WI St. Hwy 54, thence west on WI St. Hwy 54 to the jct. of WI St. Hwy 27, thence south on WI St. Hwy 27 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the Wisconsin-Illinois state line;

(78) (b) Between points in New York on and east of a line commencing at Buffalo, New York, thence south on NY ST. Hwy 16 to the jct. of U.S. Hwy Alt. 20, thence east on U.S. Hwy Alt. 20 to the jct. of NY St. Hwy 19, thence south on NY St. Hwy 19 to the New York-Pennsylvania state line, on the one hand, and, on the other, points in Wisconsin on and north of a line commencing at Hurley, Wisconsin, thence west on WI St. Hwy 77 to the jct. of U.S. Hwy 63, thence west on U.S. Hwy 63 to the jct. of WI St. Hwy 70, thence west on WI St. Hwy 70 to the jct. of WI St. Hwy 35, thence south on WI St. Hwy 35 to the jct. of U.S. Hwy 8, thence west on U.S. Hwy 8 to the Wisconsin-Minnesota state line;

(78) (c) Between points in New York on and south of a line commencing at the New York-Pennsylvania state line on U.S. Hwy 209, thence northeast on U.S. Hwy 209 to the jct. of NY St. Hwy 28, thence east on NY St. Hwy 28 to the jct. of U.S. Hwy 9W, thence south on U.S. Hwy 9W to the jct. of U.S. Hwy 44, thence northeast on U.S. Hwy 44 to the New York-Connecticut state line, on the one hand, and, on the other, points in Wisconsin;

(79) Between points in North Dakota on, north and west of a line commencing at the North Dakota-South Dakota state line on U.S. Hwy 12, thence northwest on U.S. Hwy 12 to the jct. of ND St. Hwy 8, thence north on ND St. Hwy 8 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to the jct. of U.S. Hwy 83, thence north on U.S. Hwy 83 to the jct. of ND St. Hwy 41, thence north on ND St. Hwy 41 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of ND St. Hwy 20, thence north on ND St. Hwy 20 to the jct. of ND St. Hwy 5, thence east on ND St. Hwy 5 to the jct. of ND St. Hwy 1 thence north on ND St. Hwy 1 to the United States-Canadian border, on the one hand, and, on the other, points in Ohio, on, south and east of a line commencing at the Indiana-Ohio state line on U.S. Hwy 224, thence east on U.S. Hwy 224 to the jct. of OH St. Hwy 66, thence north on OH St. Hwy 66 to the jct. of U.S. Hwy 24, thence northeast on U.S. Hwy 24 to the Michigan-Ohio state line;

(80) (a) Between points in Ohio on, south and east of a line commencing at the Indiana-Ohio state line on U.S. Hwy 24, thence northeast on U.S. Hwy 24 to the Ohio-Michigan state line, on the one hand, and, on the other, points in South Dakota on and west of a line commencing at the North Dakota-South Dakota state line on SD St. Hwy 45, thence southeast on SD ST. Hwy 45 to the jct. of U.S. Hwy 12, thence east on U.S. Hwy 12 to the jct. of U.S. Hwy 281 at Aberdeen, South Dakota, thence south on U.S. Hwy 281 to the jct. of U.S. Hwy 14, thence east on U.S. Hwy 14 to the jct. of SD St. Hwy 37, thence south on SD St. Hwy 37 to the jct. of U.S. Hwy 16, thence northeast on U.S. Hwy 16 to the jct. of U.S. Hwy 81, thence south on U.S. Hwy 81 to the Nebraska-South Dakota state line;

(80) (b) (i) Between points in Ohio on and south of a line commencing at the Ohio-Kentucky state line on U.S. Hwy 127, thence north on U.S. Hwy 127 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of OH St. Hwy 73, thence southeast on OH St. Hwy 73 to the jct. of U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of OH St. Hwy 141, thence northeast on OH St. Hwy 141 to the jct. of OH St. Hwy 7, thence east on OH St. Hwy 7 to the Ohio-West Virginia state line, on the one hand, and, on the other, points in Wisconsin;

(80) (b) (ii) Between points in Ohio on and south of a line commencing at the Ohio-Indiana state line on OH St. Hwy 122, thence east on OH St. Hwy 122 to the jct. of U.S. Hwy 35, thence east on U.S. Hwy 35 to the jct. of OH St. Hwy 4, thence northeast on OH St. Hwy 4 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 22, thence northeast on U.S. Hwy 22 to the Ohio-West Virginia state line, on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at the Wisconsin-Minnesota state line on U.S. Hwy 16, thence east on U.S. Hwy 16 to the jct. of WI St. Hwy 21, thence northeast on WI St. Hwy 21 to the jct. of WI St. Hwy 173, thence northeast on WI St. Hwy 173 to the jct. of WI St. Hwy 54, thence northeast on WI St. Hwy 54 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 64, thence east on WI St. Hwy 64 to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of WI St. Hwy 57, thence northeast on WI St. Hwy 57 to the jct. of WI St. Hwy 42, thence northeast on WI St. Hwy 42 to the terminus of WI St. Hwy 42 (Two (2) miles east of Gills Rock, Wisconsin); and points in Wisconsin on and south of a line commencing at the Wisconsin-Illinois state line on WI St. Hwy 11, thence east on WI St. Hwy 11 to the jct. of WI St. Hwy 69, thence south on WI St. Hwy 69 to the Wisconsin-Illinois state line;

(80) (b) (iii) Between points in Ohio on, south and east of a line commencing at the Ohio-West Virginia state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to Cambridge, Ohio, thence east on U.S. Hwy 40 to the jct. of I–77, thence south on I–77 to the jct. of OH St. Hwy 7, thence southwest on OH St. Hwy 7 to the jct. of U.S. Hwy 50, thence northwest on U.S. Hwy 50 to the jct. of U.S. Hwy 35, thence northwest on U.S. Hwy 35 to the jct. of OH St. Hwy 122, thence west on OH St. Hwy 122 to the Ohio-Indiana state line, on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at Greenbay, Wisconsin, thence southwest on U.S. Hwy 41 to the jct. of WI St. Hwy 26, thence southwest on WI St. Hwy 26 to the jct. of U.S. Hwy 151, thence southwest on U.S. Hwy 151 to the jct. of WI ST. Hwy 69, thence southwest on WI St. Hwy 69 to the Wisconsin-Illinois state line;

(81) (a) Between points in Oklahoma on and south of a line commencing at the Arkansas-Oklahoma state line on OK St. Hwy 3, thence northwest on OK St. Hwy 3 to the jct. of U.S. Hwy 70, thence west on U.S. Hwy 70 to the jct. of OK St. Hwy 37, thence west and south on OK St. Hwy 37 to the Oklahoma-Texas state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 53, thence south on U.S. Hwy 53 to the jct. of WI St. Hwy 35 at Galesville, Wisconsin, thence south on WI St. Hwy 35 to the jct. of U.S. Hwy 16, thence west on U.S. Hwy 16 to the Minnesota-Wisconsin state line;

(81) (b) Between points in Oklahoma on, south and east of a line commencing at Kansas-Oklahoma state line on U.S. Hwy 66, thence southwest on U.S. Hwy 66 to the Oklahoma-Texas state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the Michigan-Wisconsin state line;

(82) (a) Between points in Oregon on, south and west of a line commencing at the Oregon-Washington state line on U.S. Hwy 97, thence south on U.S. Hwy 97 to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 730, thence east on U.S. Hwy 730 to the jct. of U.S. Hwy 395, thence south on U.S. Hwy 395 to the jct. of U.S. Hwy 30, thence southeast on U.S. Hwy 30 to the Oregon-Idaho state line, on the one hand, and, on the other, points in Wisconsin on and south of a line commencing at Milwaukee, Wisconsin, thence west on WI St. Hwy 15 to the jct. of U.S. Hwy 14, thence west on U.S. Hwy 14 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Illinois-Wisconsin state line;

(82) (b) Between points in Oregon on and south of a line commencing at Ontario, Oregon, thence southwest on OR St. Hwy 201 to the jct. of U.S. Hwy 20, thence west on U.S. Hwy 20 to the jct. of OR St. Hwy 126, thence west on OR St. Hwy 126 to its terminus at Florence, Oregon, on the one hand, and, on the

other, points in Wisconsin on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 26, thence north on WI St. Hwy 26 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the Wisconsin-Michigan state line;

(83) (a) Between points in Pennsylvania on, south and east of a line commencing at the New Jersey-Pennsylvania state line on U.S. Hwy 22, thence west on U.S. Hwy 22 to the jct. of PA St. Hwy 309, thence south on PA St. Hwy 309 to the jct. of U.S. Hwy 222, thence southwest on U.S. Hwy 222 to the jct. of U.S. Hwy 422, thence west on U.S. Hwy 422 to the jct. of U.S Hwy 322, thence west on U.S. Hwy 322 to the jct. of I–83, thence southwest on I–83 to the jct. of I–76, thence west on I–76 to the jct. of U.S. Hwy 11, thence southwest on U.S. Hwy 11 to the jct. of PA St. Hwy 316, thence south on PA St. Hwy 316 to the Maryland-Pennsylvania state line, on the one hand, and, on the other, points in Wisconsin;

(83) (b) Between points in Pennsylvania on, south and east of a line commencing at the Pennsylvania-West Virginia state line on U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of U.S. Hwy 220, thence northeast on U.S. Hwy 220 to the jct. of PA St. Hwy 287, thence north on PA St. Hwy 287 to the jct. of U.S. Hwy 15, thence north on U.S. Hwy 15 to the New York-Pennsylvania state line, on the one hand, and, on the other, points in Wisconsin on, north, and west of a line commencing at the Minnesota-Wisconsin state line on WI St. Hwy 25, thence north on WI St. Hwy 25 to the jct. of U.S. Hwy 12, thence east on U.S. Hwy 12 to the jct. of WI St. Hwy 40, thence northeast on WI St. Hwy 40 to the jct. of U.S. Hwy 8, thence east on U.S. Hwy 8 to the jct. of WI St. Hwy 13, thence north on WI St. Hwy 13 to the jct. of WI St. Hwy 77, thence east on WI St. Hwy 77 to Hurley, Wisconsin;

(84) Between points in South Dakota on and northwest of a line commencing at the South Dakota-Minnesota state line on U.S. Hwy 14, thence west on U.S. Hwy 14 to the jct. of SD St. Hwy 25, thence south of SD St. Hwy 25 to the jct. of SD St. Hwy 34, thence west on SD St. Hwy 34 to the jct. of SD St. Hwy 37, thence south on SD St. Hwy 37 to the jct. of I–90, thence west on I–90 to the jct. of SD St. Hwy 45, thence south of SD St. Hwy 45 to the jct. of SD St. Hwy 44, thence west on SD St. Hwy 44 to the jct. of SD St. Hwy 47, thence south on SD St. Hwy 47 to the jct. of U.S. Hwy 18, thence west on U.S. Hwy 18 to the jct. of U.S. Hwy 183, thence south on U.S. Hwy 183 to the South Dakota-Nebraska state line, on the one hand, and, on the other, points in Tennessee;

(85) (a) Between points in Tennessee, on the one hand, and, on the other, points in Utah on, west and north of a line commencing at the Arizona-Utah state line on U.S. Hwy 91, thence north on U.S. Hwy 91 to the jct. of UT ST. Hwy 4, thence east on UT St. Hwy 4 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of UT St. Hwy 26, thence north on UT St. Hwy 26 to the jct. of U.S. Hwy 91, thence north on U.S. Hwy 91 to the jct. of U.S. Hwy 189, thence northeast on U.S. Hwy 189 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Utah-Colorado state line;

(85) (b) Between points in Tennessee on, south and west of a line commencing at Heloise, Tennessee, thence east on TN St. Hwy 20 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of TN St. Hwy 59, thence southeast on TN St. Hwy 59 to the jct. of TN St. Hwy 76, thence south on TN St. Hwy 76 to the jct. of TN St. Hwy 57, thence east on TN St. Hwy 57 to the jct. of TN St. Hwy 125, thence south on TN St. Hwy 125 to the Mississippi-Tennessee state line, on the one hand, and, on the other, points in West Virginia on and north of a line commencing at the Ohio-West Virginia state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 250, thence south on U.S. Hwy 250 to the jct. of U.S. Hwy 33, thence southeast on U.S. Hwy 33 to the Virginia-West Virginia state line;

(85) (c) Between points in Tennessee, on the one hand, and, on the other, points in Wyoming on, west and north of a line commencing at the Colorado-Wyoming state line on U.S. Hwy 87, thence north on U.S. Hwy 87 to the jct. of U.S. Hwy 85, thence north on U.S. Hwy 85 to the jct. of U.S. Hwy 26, thence southeast on U.S. Hwy 26 to the Wyoming-Nebraska state line;

(86) (a) (i) Between Texarkana, Texas, on the one hand, and, on the other, Neah Bay and Oroville, Washington;

(86) (a) (ii) Between Milam and Port Arthur, Texas, on the one hand, and, on the other, Oroville, Washington;

(86) (b) (i) Between points in Texas, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Wisconsin-Michigan state line on U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of WI St. Hwy 17, thence south on WI St. Hwy 17 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the jct. of WI St. Hwy 29, thence south on WI St. Hwy 29 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of WI St. Hwy 26, thence south on WI St. Hwy 26 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Wisconsin-Illinois state line;

(86) (b) (ii) Between points in Texas on and east of a line commencing at the Louisiana-Texas state line on TX St. Hwy 21, thence west on TX St. Hwy 21 to the jct. of TX St. Hwy 87, thence south on TX St. Hwy 288 to the jct. of TX ST. Hwy 63, thence west on TX St. Hwy 63 to the jct. of U.S. Hwy 96, thence south on U.S. Hwy 96 to the jct. of TX St. Hwy 62, thence south on TX St. Hwy 62 to the jct. of I–10, thence west on I–10 to the jct. of TX St. Hwy 288, thence south on TX St. Hwy 288 to the jct. of TX St. Hwy 35, thence south on TX St. Hwy 35 to the jct. of U.S. Hwy 181, thence south on U.S. Hwy 181 to the jct. of TX St. Hwy 44, thence south on TX St. Hwy 44 to the jct. of U.S. Hwy 77, thence south on U.S. Hwy 77 to the terminus at Brownsville, Texas, on the one hand, and, on the other, points in Wisconsin;

(87) (a) Between points in Utah on and south of a line commencing at the Colorado-Utah state line on Interstate 70, thence west on I–70 to the jct. of U.S. Hwy 89, thence southwest on U.S. Hwy 89 to the jct. of UT St. Hwy 26, thence northwest on UT St. Hwy 26 to the jct. of U.S. Hwys 6 and 50, thence west on U.S. Hwys 6 and 50 to the Nevada-Utah state line, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 26, thence north on WI St. Hwy 26 to the jct. of U.S. Hwy 41, thence northeast on U.S. Hwy 41 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the Michigan-Wisconsin state line;

(87) (b) Between points in Utah, on the one hand, and, on the other, points in Wisconsin on, south and east of a line commencing at Manitowoc, Wisconsin thence west on U.S. Hwy 151 to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of WI St. Hwy 100, thence west on WI St. Hwy 100 to the jct. of WI St. Hwy 74, thence southwest on WI St. Hwy 74 to the jct. of WI St. Hwy 164, thence south on WI St. Hwy 164 to the jct. of WI St. Hwy 59, thence southwest on WI St. Hwy 59 to the jct. of WI St. Hwy 83, thence southeast on WI St. Hwy 83 to the Illinois-Wisconsin state line;

(88) Between points in Washington, on the one hand, and, on the other, Kenosha and Racine, Wisconsin;

(89) (a) Between points in West Virginia on, south and east of a line commencing at Pt. Pleasant, West Virginia, thence east on WV St. Hwy 2 to the jct. of U.S. Hwy 33, thence east on U.S. Hwy 33 to the jct. of U.S. Hwy 19, thence north on U.S. Hwy 19 to the jct. of WV St. Hwy 7, thence southeast on WV St. Hwy 7 to the West Virginia-Maryland state line, on the one hand, and, on the other, points in Wisconsin;

(89) (b) Between points in West Virginia on and south of a line commencing at the Ohio-West Virginia state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the West Virginia-Pennsylvania state line, on the one hand, and, on the other, points in Wisconsin on, north and west of a line commencing at Manitowoc, Wisconsin, thence southwest on U.S. Hwy 151 to the jct. of U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of U.S. Hwy 51, thence south on U.S. Hwy 51 to the Wisconsin-Illinois state line;

(90) (a) Between the point of Kenosha, Wisconsin, on the one hand, and, on the other, points in Wyoming on, south and west of a line commencing at the Colorado-Wyoming state line on U.S. Hwy 85, thence north on U.S. Hwy 85 to the jct. of I–80, thence west on I–80 to the jct. of U.S. Hwy 187, thence north on U.S. Hwy 187 to the jct. of U.S. Hwy 89, thence north on U.S. Hwy 89 to the jct. of US Hwy 2, thence east on U.S. Hwy 20 to the jct. of WY St. Hwy 120,

thence north on WY St. Hwy 120 to the Montana-Wyoming state line;

(90) (b) Between points in Wisconsin on and east of a line commencing at Manitowoc, Wisconsin, thence east on U.S. Hwy 151 to the jct. of U.S. Hwy 141, thence south on U.S. Hwy 141 to the jct. of I–94, thence west on I–94 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of WI ST Hwy 36, thence southwest on WI St. Hwy 36 to the jct. of WI St. Hwy 83, thence southeast on WI St. Hwy 83 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Wyoming on, south and west of a line commencing at the Utah-Wyoming state line on WY St. Hwy 530, thence north on WY St. Hwy 530 to the jct. of I–80 thence east on I–80 to Rock Springs, Wyoming, thence west on I–80 to the jct. of U.S. Hwy 30N, thence northwest on U.S. Hwy 30N to the jct. of WY ST. Hwy 89, thence west on WY St. Hwy 89 to the Utah-Wyoming state line;

(91) (a) Between points in Alaska, on the one hand, and, on the other, points in Iowa on, east and south of a line commencing at the Missouri-Iowa state line on U.S. Hwy 169, thence north on U.S. Hwy 169 to the jct. of I–80, thence east on I–80 to the jct. of U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of IA St. Hwy 21, thence north on IA St. Hwy 21 to the jct. of IA St. Hwy 412, thence northeast on IA St. Hwy 412 to the jct. of U.S. Hwy 218, thence north on U.S. Hwy 218 to the jct. of U.S. Hwy 20, thence east on U.S. Hwy 20 to the jct. of IA St. Hwy 187, thence north and east on IA St. Hwy 187 to the jct. of IA St. Hwy 410, thence north and east on IA St. Hwy 410 to the jct. of IA St. Hwy 13, thence north on IA St. Hwy 13 to the jct. of U.S. Hwy 52, thence north on U.S. Hwy 52 to the jct. of U.S. Hwy 18, thence east on US. Hwy 18 to the jct. of IA St. Hwy 76, thence northwest on IA St. Hwy 76 to the jct. of IA St. Hwy 9, thence east on IA St. Hwy 9 to the terminus at Lansing, Iowa;

(91) (b) Between points in Alaska, on the one hand, and, on the other, points in Kansas on, south and east of a line commencing at the Kansas-Nebraska state line on U.S. Hwy 59, thence southwest on U.S. Hwy 59 to the jct. of KS St. Hwy 4, thence southwest on KS St. Hwy 4 to the jct. of U.S. Hwy 75, thence south on U.S. Hwy 75 to the jct. of I–35, thence southwest on I–35 to the jct. of U.S. Hwy 54, thence west on U.S. Hwy 54 to the jct. of U.S. Hwy 81, thence south on U.S. Hwy 81 to the Kansas-Oklahoma state line;

(91) (c) Between points in Alaska, on the one hand, and, on the other, (A) points in the Lower Peninsula of Michigan; (B) and points in the Upper Peninsula of Michigan on and east of Interstate 75; and (C) the points of Iron Mountain and Menominee, Michigan;

(91) (d) Between points in Alaska, on the one hand, and, on the other, Reno, Minnesota;

(91) (e) (i) Between points in Alaska on, west and north of a line commencing at Circle, Alaska, thence southwest on AK St. Hwy 6 to the jct. of AK St. Hwy 2, thence south on AK St. Hwy 2 to the jct. of AK St. Hwy 3, thence southwest on AK St. Hwy 3 to the jct. of AK St. Hwy 1, thence south on AK St. Hwy 1 to the jct. of AK St. Hwy 9, thence south on AK St. Hwy 9 to Seward, Alaska, on the one hand, and, on the other, points in Nebraska on, south and east of a line commencing at the Iowa-Nebraska state line on U.S. Hwy 6, thence west on U.S. Hwy 6 to the jct. of U.S. Hwy 73, thence south on U.S. Hwy 73 to the jct. of U.S. Hwy 136, thence west on U.S. Hwy 136 to the jct. of U.S. Hwy 77, thence south on U.S. Hwy 77 to the Kansas-Nebraska state line;

(91) (e) (ii) Between points in Alaska, on the one hand, and, on the other, Falls City, Nebraska;

(91) (f) Between points in Alaska, on the one hand, and on the other points in Oklahoma on, south and east of a line commencing at the Kansas-Oklahoma state line on Interstate 35, thence south on I–35 to the jct. of I–40, thence west on I–40 to the jct. of U.S. Hwy 66, thence west on U.S. Hwy 66 to the jct. of U.S. Hwy 183, thence south on U.S. Hwy 183 to the jct. of U.S. Hwy 62, thence west on U.S. Hwy 62 to the jct. of U.S. Hwy 283, thence south on U.S. Hwy 283 to the Oklahoma-Texas state line;

(91) (g) Between points in Alaska, on the one hand, and, on the other, points in Texas on and east of a line commencing at the Texas-Oklahoma state line on U.S. Hwy 281, thence south on U.S. Hwy 281 to the jct. of U.S. Hwy 287, thence south on U.S. Hwy 287 to the jct. of U.S. Hwy 81, thence south on U.S. Hwy 81 to its terminus at Laredo, Texas; and

(91) (h) Between points in Alaska, on the one hand, and, on the other, points in Wisconsin on, south and east of a line commencing at the Iowa-Wisconsin state line on U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of WI St. Hwy 60, thence northeast on WI St. Hwy 60 to the jct. of WI St. Hwy 131, thence north on WI St. Hwy 131 to the jct. U.S. Hwy 12, thence north on U.S. Hwy 12 to the jct. of WI St. Hwy 21, thence east on WI St. Hwy 21 to the jct. of WI St. Hwy 173, thence northeast on WI St. Hwy 173 to the jct. of WI St. Hwy 80, thence north on WI St. Hwy 80 to the jct. of WI St. Hwy 13, thence north on WI St. Hwy 13 to the jct. of WI St. Hwy 97, thence north on WI St. Hwy 97 to the jct. of WI St. Hwy 153, thence east on WI St. Hwy 153 to the jct. of U.S. Hwy 51, thence north on U.S. Hwy 51 to the jct. of WI St. Hwy 29, thence east on WI St. Hwy 29 to the jct. of WI St. Hwy 22, thence east on WI St. Hwy 22 to the jct. of U.S. Hwy 141, thence north on U.S. Hwy 141 to the Michigan-Wisconsin state line.

The purpose of this filing is to eliminate the gateway of Paris, Ill.

No. MC 119908 (Sub-No. E2), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, between points in Texas on the one hand, and, on the other, points in Mississippi, Alabama, and Tennessee. The purpose of this filing is to eliminate the gateway of points in Louisiana.

No. MC 119908 (Sub-No. E3), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Mississippi, Alabama, Georgia, and Tennessee to points in New Mexico. The purpose of this filing is to eliminate the gateway of points in Louisiana.

No. MC 119908 (Sub-No. E4), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Alabama, Georgia, and points in Mississippi on and south of a line beginning at Friars Point, Miss., thence along Mississippi Highway 20 to Clarksdale, Miss., thence along Mississippi Highway 6 to Tupelo, Miss., thence along U.S. Highway 78 to the Mississippi-Alabama State line to points in Oklahoma on and west of a line beginning at the Texas-Oklahoma State line, thence along Indian Nation Turnpike to McAlester, Okla., thence along U.S. Highway 270 to Oklahoma City, Okla., thence along Interstate Highway 35 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction U.S. Highway 77, thence along U.S. Highway 77 to the Kansas-Oklahoma State line. The purpose of this filing is to eliminate the gateway of points in Louisiana.

No. MC 119908 (Sub-No. E5), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Alabama, Georgia, and Mississippi on and south of a line beginning at Greenville, Miss., thence along U.S. Highway 82 to Tuscaloosa, Ala., thence along Interstate Highway 20 to Birmingham, Ala., thence along U.S. Highway 78 to Atlanta, Ga., thence along U.S. Highway 278 to Augusta, Ga., to points in Oklahoma on and west of a line beginning at the Oklahoma-Arkansas State line on U.S. Highway 64, thence along U.S. Highway 64 to junction U.S. Highway 75, thence along U.S. Highway 75 to the Oklahoma-Kansas State line. The purpose of this filing is to eliminate the gateway of points in Louisiana.

No. MC 119908 (Sub-No. E6), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Finished lumber*, from Sabine and Vernon

Parishes, La., to points in Arkansas on and south of a line beginning at the Louisiana-Arkansas State line, thence along Arkansas Highway 19 to junction Interstate Highway 30, thence along Interstate Highway 30 to junction U.S. Highway 70, thence along U.S. Highway 70 to the Arkansas-Tennessee State line. The purpose of this filing is to eliminate the gateway of Ada or Hunt, La.

No. MC 119908 (Sub-No. E7), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoe (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Finished lumber*, from points in Mississippi and Louisiana on and south of a line beginning at Gulfport, Miss., thence along U.S. Highway 49 to junction Mississippi Highway 53, thence along Mississippi Highway 53 to junction Mississippi Highway 26, thence along Mississippi Highway 26 to Bogalusa, La., thence along Louisiana Highway 21 to junction U.S. Highway 98, thence along U.S. Highway 98 to Natchez, Miss., thence along U.S. Highway 84 to Winfield, La., thence along U.S. Highway 167 to Jonesboro, La., thence along Louisiana Highway 147 to Arcadia, La., thence along U.S. Highway 80 to Minden, La., thence along Louisiana Highway 7 to Coushatta, La., thence along U.S. Highway 84 to junction Louisiana Highway 6, thence along Louisiana Highway 6 to the Texas-Louisiana State line to points in Arkansas on and south of a line beginning at the Arkansas-Oklahoma State line on U.S. Highway 70, thence along U.S. Highway 70 to Little Rock, Ark., thence along U.S. Highway 65 to Pine Bluff, Ark., thence along U.S. Highway 70 to junction U.S. Highway 167, thence along U.S. Highway 167 to the Louisiana-Arkansas State line. The purpose of this filing is to eliminate the gateway of Ada or Hunt, La.

No. MC 119908 (Sub-No. E8), filed November 11, 1974. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Joe T. Briscoei (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Finished lumber*, from points in Louisiana on and south of a line beginning at the Texas-Louisiana State line extending along U.S. Highway 80 to Arcadia, La., thence along Louisiana Highway 147 to Jonesboro, thence along U.S. Highway 167 to Abbeville, La., thence along Louisiana Highway 82 to the Gulf of Mexico to points in Arkansas on and within an area bordered by a line beginning at junction Arkansas Highway 4 and U.S. Highway 167, thence along U.S. Highway 167 to junction U.S. Highway 70, thence along U.S. Highway 70 to the Arkansas-Tennessee State line, thence along the border line to junction of the border and Arkansas Highway 4, thence along Arkansas Highway 4 to junction U.S. Highway 167. The purpose of this filing is to eliminate the gateway of Ada or Hunt, La.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.75-17959 Filed 7-9-75;8:45 am]

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[Notice No. 54]

## MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

JULY 3, 1975.

The following applications are governed by Special Rule 1100.247[1] of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the reequirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

[1] Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the FEDERAL REGISTER of a notice that the proceeding has been assigned for oral hearing.

Evidence respecting how equipment is expected to be returned to an origin point, as well as other data relating to operational feasibility (including the need for dead-head operations), must be presented as part of an applicant's initial evidentiary presentation (either at oral hearing or in its opening verified statement under the modified procedure) with respect to all applications filed on or after December 1, 1973.

If an applicant states in its initial evidentiary presentation that empty or partially empty vehicle movements will result upon a grant of its application, applicant will be expected (1) to specify the extent of such empty operations, by mileages and the number of vehicles, that would be incurred, and (2) to designate where such empty vehicle operations will be conducted.

Each applicant (except as otherwise specifically noted) states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 2542 (Sub-No. 14), filed March 13, 1975. Applicant: THE ADLEY CORPORATION, a Corporation, P.O. Box 7270, 10990 Roe Avenue, Shawnee Mission, Kans. 66207. Applicant's representative: John M. Records (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) between Lynchburg, Va., and Knoxville, Tenn.: From Lynchburg, Va., over U.S. Highway 460 to junction U.S. Highway 11, thence over U.S. Highway 11 to junction Interstate Highway 81 near Abingdon, Va., thence over Interstate Highway 81 to Knoxville, Tenn., and return over the same route; serving the intermediate points of Bedford, Christiansburg, Radford, Roanoke, Salem, and Wytheville, Va., (2) between the junction of U.S. Highway 460, U.S. Highway 11, and Interstate Highway 581 and the junction of U.S. Highway 11 and Interstate Highway 81 near Abingdon, Va.: From the junction of U.S. Highway 460, U.S. Highway 11 and Interstate Highway 581 over Interstate Highway 581 to junction Interstate

Highway 81, thence over Interstate Highway 81 to junction U.S. Highway 11 near Abingdon, Va., and return over the same route, serving no intermediate points; and (3) serving Blacksburg and Covington, Va., as off-route points in connection with the regular routes described above. Restriction: The service authorized herein is restricted against traffic originating at or destined to points in Tennessee.

NOTE.—Common control was approved in MC-F-11641. If a hearing is deemed necessary, applicant requests it be held at either Lynchburg, Va., or Washington, D.C.

No. MC 2990 (Sub-No. 22), filed June 13, 1975. Applicant: BLUE ARROW-DOUGLAS, INC., 535 Burton Street SW., Grand Rapids, Mich. 49507. Applicant's representative: Michael J. Roberts, Suite 1100, 1660 L Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving the Willow Run Airport, near Ypsilanti, Mich., as an off-route point in connection with carrier's regular route operations, restricted to traffic having a prior or subsequent movement by air.

NOTE.—Applicant has concurrently filed a motion to dismiss this application on the grounds that applicant presently holds the requested authority in MC 2990. If a hearing is deemed necessary, the applicant requests it be held at Grand Rapids or Detroit, Mich.

No. MC 19868 (Sub-No. 3), filed June 10, 1975. Applicant: GALLAGHER TRUCKING CO., a Corporation, P.O. Box 134, Blue Bell, Pa. 19422. Applicant's representative: Alan Kahn, Suite 1920, Two Penn Center Plaza, Philadelphia, Pa. 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, semitrailers, trailer chassis, cargo containers, trailer converters dollies, truck bodies, and semitrailer chassis* (other than those designed to be drawn by passenger automobiles), including *parts, equipment, and accessories* therefor, in or attached to the transported trailer, in truckaway service, between points in Philadelphia and Montgomery Counties, Pa., and Pennsauken, N.J., on the one hand, and on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Ohio, Rhode Island, Virginia, West Virginia, North Carolina, Indiana, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 23441 (Sub-No. 18), filed June 3, 1975. Applicant: LAY TRUCKING COMPANY, INC., 1312 Lake Street, La Porte, Ind. 46350. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Radiators*, from the plantsite of McCord Corporation, at Plymouth, Ind., to the plantsite and warehouse facilities of Deere & Company, at Waterloo and Dubuque, Iowa, and the plantsite of White Farm Equipment Company, at Charles City, Iowa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 26739 (Sub-No. 86), filed June 9, 1975. Applicant: CROUCH FREIGHT SYSTEMS, INC., P.O. Box 1059, St. Joseph, Mo. 64502. Applicant's representative: Elliott Bunce, 1111 E. Street NW., Suite 618, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Kansas City, Mo., and Sidney, Nebr., serving no intermediate points; from Kansas City, over U.S. Highway 24 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 183, thence over U.S. Highway 183 to junction Interstate Highway 80, thence over Interstate Highway 80 to Sidney and return over the same route.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 31389 (Sub-No. 200), filed June 11, 1975. Applicant: McLEAN TRUCKING COMPANY, 617 Waughtown Street, Winston-Salem, N.C. 27107. Applicant's representative: David F. Eshelman, P.O. Box 213, Winston-Salem, N.C. 27102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of American Greetings Corporation, located at or near McCrory, Ark., as an off-route point in conjunction with applicant's regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Little Rock, Ark., or Washington, D.C.

No. MC 51844 (Sub-No. 3), filed June 9, 1975. Applicant: DOUGLAS L. TURNER, Elliott, Iowa 51532. Applicant's representative: Bradford E. Kistler, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry ingredients*, utilized in the manufacture and production of liquid fertilizer solutions and liquid feed, in bulk, from points in Nebraska, Kansas, Missouri, Illinois, Wisconsin, Minnesota, and South Dakota, to the plantsite and facilities of NaChurs Plant Food Co., located at or near Red Oak, Iowa, restricted to traffic originating in the named origin states and destined to the named destination points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Lincoln, Nebr.

No. MC 55889 (Sub-No. 44), filed June 18, 1975. Applicant: AAA COOPER TRANSPORTATION, P.O. Box 2207, Dothan, Ala. 36301. Applicant's representative: Kim D. Mann, 702 World Center Building, 918 16th Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment):

(1) Between Jacksonville, Fla., and Houston, Tex., serving all intermediate points and serving as off-route points Evadale, Port Arthur, and Port Neches, Tex.; points in Galveston County, Tex.; points in Brazoria and Fort Bend Counties, Tex., on and east of Texas Highway 6; points in Harris County, Tex., on and east of Texas Highway 6 and on and south of Texas Farm or Ranch Road 1960; Geismar (Ascension County), La.; points in Calcasieu Parish, La., on and east of Louisiana Highway 27; points in Iberville Parish, La., on and east of Louisiana Highway 1; points in East Baton Rouge, West Baton Rouge, and St. Charles Parishes, La.; points in Escambia and Santa Rosa Counties, Fla.; and points in Mobile and Baldwin Counties, Ala.: From Jacksonville over U.S. Highway 90 to New Orleans, La., thence over U.S. Highway 61 to Baton Rouge, La., thence over Interstate Highway 10 to LaFayette, La. (also from Jacksonville over Interstate Highway 10 to junction U.S. Highway 190, thence over U.S. Highway 190 to Opelousas, La., thence over U.S. Highway 167 to LaFayette), thence over Interstate Highway 10 (also over U.S. Highway 90) to Houston, and return over the same routes.

(2) Between Birmingham, Ala., and New Orleans, La., serving no intermediate points: From Birmingham over Interstate Highway 59 to New Orleans, and return over the same route.

(3) Between Dothan, Ala., and junction of Interstate Highway 10 and U.S. Highway 231, serving Cottondale, Fla., for purposes of joinder only: From Dothan over U.S. Highway 231 to junction Interstate Highway 10, and return over the same route.

NOTE.—This proceeding is set for a prehearing conference on a consolidated record on July 22, 1975, at 9:30 O'clock a.m. Local Time, at the Offices of the Interstate Commerce Commission, Washington, D.C.

No. MC 57315 (Sub-No. 24), filed June 5, 1975. Applicant: TRI-STATE TRANSPORT, INC., 91 Heard Street, Chelsea, Mass. 02150. Applicant's representative: Frank J. Weiner, 15 Court Square, Boston, Mass. 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from East

Hartford, Conn., to points in Maine, New Hampshire, Vermont, Massachusetts, and Rhode Island.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Hartford, Conn., or Boston, Mass.

No. MC 59668 (Sub-No. 7), filed June 16, 1975. Applicant: HAROLD G. CLINE, INC., P.O. Box 352, Penns Grove, N.J. 08069. Applicant's representative: M. Bruce Morgan, 104 Azar Bldg., Glen Burnie, Md. 21061. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Solidified carbon dioxide*, from Gibbstown, N.J., to Garnersville, (Rockland County) N.Y., under a continuing contract or contracts with Cardox, Division of Chemtron Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Wilmington, Del., or Philadelphia, Pa.

No. MC 60014 (Sub-No. 40), filed June 4, 1975. Applicant: AERO TRUCKING, INC., P.O. Box 308, Monroeville, Pa. 15146. Applicant's representative: A. Charles Tell, 100 East Broad St., Columbus, Ohio. 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plantsite and storage facilities of North Star Steel Company, at or near Wilton, Iowa, to points in Illinois, Indiana, Michigan, Ohio, Pennsylvania, and Wisconsin; and (2) *materials, equipment, and supplies*, used in the manufacture and distribution of iron and steel articles, from points in the states named in (1) above, to the plantsite and storage facilities of North Star Steel Company, restricted to traffic originating at and destined to the above named points.

NOTE.—If a hearing is deemed necessary, applicant requests a consolidated hearing with other applications for similar authority at St. Paul, Minn.

No. MC 63838 (Sub-No. 7), filed June 16, 1975. Applicant: BOLUS MOTOR LINES, INC., 700 N. Keyser Avenue, Scranton, Pa. 18508. Applicant's representative: Kenneth R. Davis, 121 S. Main Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Periodicals and magazines*, from the plantsite of Scranton Lithographing Co., located at Scranton, Pa., to Binghamton and Troy, N.Y., and Bridgeport, Conn.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 66650 (Sub-No. 12), filed June 3, 1975. Applicant: STUART M. SMITH, INC., 3511 East North Avenue, Baltimore, Md. 21213. Applicant's representative: Walter T. Evans, 7401 Wisconsin Avenue, Washington, D.C. 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bakery products*, nonfrozen, from the facilities of Tasty Kake, Inc., Division of Tasty Baking Company, located at Philadelphia, Pa., to points in Connecticut, Maryland (except Baltimore, Hagerstown, and Walkersville, Md.), Massachusetts, and Rhode Island; (2) *biscuits and cookies*, nonfrozen from the facilities of Tasty Kake, Inc., Division of Tasty Baking Company, located at Philadelphia, Pa., to Walkersville and Hagerstown, Md.; and (3) *empty cartons* for bakery products from points in Connecticut, Maryland (other than Baltimore, Hagerstown, and Walkersville, Md.), Massachusetts, and Rhode Island to the facilities of Tasty Kake, Inc., Division of Tasty Baking Company, located at Philadelphia, Pa.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa.

No. MC 67210 (Sub-No. 7), filed June 11, 1975. Applicant: GLENNON TRANSPORTS, INC., 1000 North Fourteenth Street, St. Louis, Mo. 63106. Applicant's representative: Harry Morris, 510 Thatcher Avenue, St. Louis, Mo. 63147. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Santa Claus, Ind., as an off-route point in connection with applicant's regular route from and to Evansville, Ind.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either St. Louis, Mo., or Indianapolis, Ind.

No. MC 69116 (Sub-No. 176), filed June 6, 1975. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill. 60606. Applicant's representative: Edward G. Bazelon, 39 South LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plantsite and storage facilities of North Star Steel Company, at or near Wilton, Iowa, to points in Alabama, Arkansas, Connecticut, Delaware, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and District of Columbia; and (2) *materials, equipment, and supplies* used in the manufacture and distribution of iron and steel articles, from points in the destination states named in (1) above, to the plantsite and storage facilities of North Star Steel Company, at or near Wilton, Iowa, restricted to traffic originating at and destined to the points named in (1) and (2) above.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn.

No. MC 69981 (Sub-No. 14), filed June 6, 1975. Applicant: AUSTIN W. HULCHER, doing business as HULCHER TRUCKING, Box 167, Virden, Ill. 62690. Applicant's representative: Robert T. Lawley, 300 Reisch Bldg., Springfield, Ill. 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Washing machines, dishwashers, laundry dryers, and food waste disposers*, from the facilities of the Maytag Company at Newton, Iowa, to points in McLean and Schuyler Counties, Ill.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Chicago, Ill., or St. Louis, Mo.

No. MC 72140 (Sub-No. 67), filed June 9, 1975. Applicant: SHIPPERS DISPATCH, INC., 1216 West Sample Street, South Bend, Ind. 46619. Applicant's representative: Richard L. Andrysiak (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of the Caterpillar Tractor Co., located at Mapleton, Ill., as an off-route point in connection with applicant's regular route operations at Peoria, Ill.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 74647 (Sub-No. 17), filed June 11, 1975. Applicant: PASCO SALVINO, doing business as P. SALVINO TRANSPORT, INC., 6615 Corson Avenue South, Seattle, Wash. 98104. Applicant's representative: Pasco Salvino (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard, paperboard*, not corrugated, in rolls, or in sheets, on skids or pallets, from Bellingham, Wash., to Albany, Oreg., under a continuing contract or contracts with Georgia-Pacific Corporation, located at Bellingham, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 83430 (Sub-No. 11), filed June 13, 1975. Applicant: ONEIDA MOTOR FREIGHT, INC., Commercial Avenue, Carlstadt, N.J. 07072. Applicant's representative: William Biederman, 280 Broadway Street, New York, N.Y. 10007. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between the plantsite of Western Electric Company at Elma Township (Erie County), N.Y., as an off-route point in connection with applicant's regular route operations between Buffalo, N.Y., and New York, N.Y.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 84212 (Sub-No. 35), filed June 9, 1975. Applicant: DORN'S TRANSPORTATION INC., Railroad Avenue Extension (Colonie), Albany, N.Y. 12205. Applicant's representative: Irving Klein, 280 Broadway Street, New York, N.Y. 10007. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving the site of Western Electric Company at the junction of New York Highway 422 and Maple Street, Elma Township (Erie County), N.Y., as an off-route point in connection with applicant's regular route operations to and from Buffalo, N.Y.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 88594 (Sub-No. 27), filed June 11, 1975. Applicant: CARLETON G. WHITAKER, INC., Route 17, Exit 84, Deposit, N.Y. 13754. Applicant's representative: Michael R. Werner, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food and foodstuffs* (except commodities in bulk) in vehicles equipped with mechanical refrigeration, between North Lawrence, N.Y., on the one hand, and, on the other, points in Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 102616 (Sub-No. 912), filed June 11, 1975. Applicant: COASTAL TANK LINES, INC., 215 East Waterloo Road, Akron, Ohio 44319. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from the plantsite of Dow Corning Corporation located at Carrollton, Ky., to points in Alabama, Arizona, Arkansas, California, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Mississippi, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin, restricted to traffic originating at the named plantsite and destined to the named destinations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 105566 (Sub-No. 108), filed June 3, 1975. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter*, from Chicago, Ill., to points in Arizona, California Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 105566 (Sub-No. 109), filed June 9, 1975. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Class A and B explosives, commodities in bulk, and those requiring the use of special equipment), from the plantsites and storage facilities of the Monsanto Co., located at or near Cincinnati, Ohio, St. Louis, Mo., East St. Louis, Ill., Trenton, Mich., and Luling, La., to points in Arizona, California, Colorado, New Mexico, Oregon, Utah, Washington, and Wyoming.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either St. Louis, Mo., or Washington, D.C.

No. MC 105566 (Sub-No. 110), filed June 9, 1975. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chinaware, earthenware, and pottery*, from Lancaster, Ohio, to points in Arizona, California, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Washington.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 106603 (Sub-No. 142), filed June 16, 1975. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids, Mich. 49508. Applicant's representative: Martin J. Leavitt, 22375 Haggerty Road, P.O. Box 400, Northville, Mich. 48167. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plantsite and storage facilities of North Star Steel Company, at or near Wilton, Iowa, to points in Alabama, Illinois, Indiana, Kentucky, Michigan, Mississippi, Missouri, New York, Ohio, Pennsylvania, Tennessee, and Wisconsin; and (2) *materials, equipment, and supplies*, used in the manufacture and distribution of iron and steel articles, from points in the states named in Part (1) above, to the plantsite and storage facilities of North Star Steel Company, at or near Wilton, Iowa, restricted to traffic originating at and destined to, the above named points.

NOTE.—Applicant holds contract carrier authority in MC 46240 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn., or Washington, D.C.

No. MC 107012 (Sub-No. 220), filed May 16, 1975, published in the FEDERAL REGISTER issue of June 26, 1975, as MC 107012, and republished as corrected this issue. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Lincoln Highway and Meyer Road, Fort Wayne, Ind. 46801. Applicant's representative: Michael L. Harvey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lawn mowers*, from McCrae and Swainboro, Ga., to points in the United States (except Alaska, Hawaii, Ohio, Michigan, Indiana, Illinois, Wisconsin, Missouri, and Nebraska).

NOTE.—The purpose of this republication is to correct the docket number which was previously published as MC 107012. Common control and dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 107403 (Sub-No. 946), filed June 12, 1975. Applicant: MATLACK, INC., Ten West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from the facilities of Nalco Chemical Co., at or near Garyville, La., to points in the United States (except Alabama, Alaska, Arkansas, Florida, Georgia, Hawaii, Louisiana, Mississippi, Oklahoma, Tennessee and, Texas).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107496 (Sub-No. 1000), filed May 30, 1975. Applicant: RUAN TRANSPORT CORPORATION, Third at Keosauqua Way, P.O. Box 855, Des Moines, Iowa 50304. Applicant's representative: E. Check (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Blends of sugar and corn syrup*, in bulk, from Memphis, Tenn., to points in Illinois and Indiana; (2) *liquid sugar, corn syrup, blended liquid sugar, and corn syrup*, from Indianapolis, Ind., to points in Illinois, Ohio, Kentucky, and Tennessee; (3) *sugar*, in bulk, from Wahpeton and Hillsboro, N. Dak., to points in Minnesota, Iowa, South Dakota, and Wisconsin; and (4) *cement*, from Mason City, Iowa, to points in Illinois; and (5) *fuel oil*, in bulk, from Clearbrook, Minn., to Superior and Saxon, Wis.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo., or Chicago, Ill.

No. MC 109689 (Sub-No. 290), filed June 6, 1975. Applicant: W. S. HATCH CO., 643 South 800 West, Woods Cross, Utah 84087. Applicant's representative: Mark K. Boyle, 345 South State Street, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemical defoliant*, in bulk, from Kerr McGee Chemical Corporation plant located at Henderson, Nev., to points in Alabama, Arizona, Arkansas, California, Florida, Georgia, Louisiana,

Mississippi, New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Salt Lake City, Utah.

No. MC 110098 (Sub-No. 155), filed June 4, 1975. Applicant: ZERO REFRIGERATED LINES, a Corporation, 1400 Ackerman Road, P.O. Box 20380, San Antonio, Tex. 78220. Applicant's representative: T. W. Cothren (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Indianapolis, Ind., to points in Arkansas, Louisiana, Oklahoma, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at San Antonio, Tex., or Omaha, Nebr.

No. MC 111383 (Sub-No. 41), filed February 3, 1975. Applicant: BRASWELL MOTOR FREIGHT LINES, INC., 3925 Singleton Blvd., P.O. Box 4447, Dallas, Tex. 75208. Applicant's representative: James Smith (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Waco, Tex., and Abilene, Tex.: From Waco over U.S. Highway 84 to Abilene, serving no intermediate points, as an alternate route for operating convenience only; (2) between Waco, Tex., and Abilene, Tex.: From Waco over U.S. Highway 84 to junction Texas State Highway 36, thence over Texas State Highway 36 to Abilene, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (3) between Austin, Tex., and Abilene, Tex.: From Austin over U.S. Highway 183 to junction U.S. Highway 84 at Goldthwaite, Tex., thence over U.S. Highway 84 to Abilene, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (4) between Hempstead, Tex., and Austin, Tex.: From Hempstead, over U.S. Highway 290 to Austin, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only.

(5) Between Austin, Tex., and Davis Mountain Junction, Tex.: From Austin over U.S. Highway 290 to junction U.S. Highway 80 at or near Davis Mountain Junction, and return over the same route, serving the junction of U.S. Highway 290 and Interstate Highway 10 for purposes of joinder only, as an alternate route for operating convenience only; (6) between San Antonio, Tex., and the junction of Interstate Highway 10 with U.S. Highway 290: From San Antonio over Interstate Highway 10 to junction U.S. Highway 290, serving no intermediate points, as an alternate route for purposes of joinder only; (7) between Columbus, Tex., and Austin, Tex.: From Columbus over Texas State Highway 71 to junction U.S. Highway 183, thence over U.S. Highway 183 to Austin, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (8) between San Antonio, Tex., and Big Spring, Tex.: From San Antonio over Interstate Highway 10 to junction U.S. Highway 87, thence over U.S. Highway 87 to Big Spring, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (9) between San Antonio, Tex., and Odessa, Tex.: From San Antonio over Interstate Highway 10 to junction U.S. Highway 290, thence over U.S. Highway 290 to junction U.S. Highway 385, and thence north on U.S. Highway 385 to Odessa, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (10) between Sanderson, Tex., and Pecos, Tex.: From Sanderson over U.S. Highway 285 to Pecos, serving no intermediate points, as an alternate route for purposes of joinder only.

(11) Between Dryden, Tex., and junction of Texas State Highway 349 with Interstate Highway 20: From Dryden over Texas State Highway 349 to junction Interstate Highway 20 near Midland, serving no intermediate points, as an alternate route for joinder purposes only; (12) between Victoria, Tex., and Waco, Tex.: From Victoria over U.S. Highway 77 to Waco, serving no intermediate points, as an alternate route for operating convenience only; (13) between Marshall, Tex., and Beaumont, Tex.: From Marshall over U.S. Highway 59 to junction U.S. Highway 96, thence over U.S. Highway 96 to junction Interserving no intermediate points, as an alstate Highway 10 at or near Beaumont, ternate route for joinder purposes only; (14) between the junction of U.S. Highway 290 and Texas State Highway 1960 and Beaumont, Tex.: From the junction of U.S. Highway 290 and Texas State Highway 1960 over Texas State Highway 1960 to junction U.S. Highway 90, thence over U.S. Highway 90 to Beaumont, serving no intermediate points, as an alternate route for purposes of joinder only.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Dallas, Tex.

No. MC 111401 (Sub-No. 449), filed June 16, 1975, Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, P.O. Box 632, Enid, Okla. 73701. Applicant's representative: Alvin J. Meiklejohn, Jr., 1500 Lincoln Center, 1660 Lincoln Street, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Garyville, La., to points in the United States (except Alabama, Alaska, Arkansas, Florida, Georgia, Hawaii, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either New Orleans, La., or Houston, Tex., on a consolidated basis with similar applications.

No. MC 111729 (Sub-No. 538), filed April 23, 1975. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, moving in courier service (except household goods, commodities in bulk, explosives, articles of unusual value, and commodities which because of their size or weight require special equipment, and commercial papers, documents, and written instruments as are used in the business of banks and banking institutions), between points in Colorado and New Mexico, restricted against the transportation of packages weighing more than 50 pounds and each package or articles shall be considered a separate and distinct shipment and further restricted against the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location, in any one day.

NOTE.—Applicant holds contract carrier authority in MC 112750 and other subs, therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, the applicant does specify location.

No. MC 111729 (Sub-No. 540) (Correction), filed May 2, 1975, and published in the FEDERAL REGISTER issue of June 5, 1975, and republished as corrected this issue. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cardiac pacemakers and accessories* for cardiac pacemakers, and *business papers, records, audit and accounting media* of all kinds, and *advertising literature:* (1) between Atlanta, Ga., on the one hand, and on the other, points in Alabama, Arkansas, Florida, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, and Texas; and (2) between points in Minnesota, Texas, and Oklahoma, restricted in (2) above to traffic having an immediately prior or subsequent movement by air.

NOTE.—The purpose of this correction is to indicate that applicant intends to make nonradial movements between points in the three states in (2) above, in lieu of solely intrastate movements as originally published. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 111729 (Sub-No. 543), filed May 19, 1975. Applicant: PUROLATOR COURIER CORP., a Corporation, 2 Nevada Drive, Lake Success, N.Y. 11040.

Applicant's representative: John M. Delaney (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, moving in courier service (except household goods, commodities in bulk, Classes A and B explosives, articles of unusual value, and commodities which because of their size and weight require special equipment; and commercial papers, documents, and written instruments as are used in the business of banks and banking institutions), (A) between points in Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, restricted such that no service shall be provided for the transportation of packages weighing more than 50 pounds and each package or article shall be considered a separate and distinct shipment; and (B) between points in Pennsylvania, on the one hand, and, on the other, points in Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, restricted such that no service shall be provided for the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location, in any one day.

NOTE.—Applicant holds contract carrier authority in MC 112750 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at either Washington, D.C., or Philadelphia, Pa.

No. MC 111729 (Sub-No. 550), filed June 3, 1975. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street, NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Business papers, records, and audit and accounting media of all kinds;* (b) *clinical laboratory specimens and samples, including human tissue samples, blood, and blood specimens,* between St. Louis, Mo., on the one hand, and, on the other, points in Iowa, Nebraska, and South Dakota; (2) *exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies and advertising literature* (except motion picture film used primarily for commercial theatre and television exhibition), between State College, Pa., on the one hand, and, on the other, Cumberland and Hagerstown, Md.; Harrisonburg, Staunton, and Winchester, Va.; and Beckley and Fairmount, W. Va.; (3) *general hardware and tools*, restricted against the transportation of packages or articles weighing more than 75 pounds from one consignor to one consignee on any one day, (a) between Toledo, Ohio, on the one hand, and, on the other, points in Indiana on and north of U.S. Highway 224 to its junction with U.S. Highway 24, and on and north of U.S. Highway 24 to the Illinois State Line; (b) between Toledo, Ohio, on the one hand, and, on the other, points in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties, Ill.

(4) *Whole human blood and blood derivatives*, between Omaha, Nebr., on the one hand, and, on the other, points in Adair, Adams, Audubon, Calhoun, Carroll, Cass, Crawford, Decatur, Fremont, Greene, Harrison, Ida, Mills, Monona, Montgomery, Page, Pottawattamie, Ringgold, Sac, Shelby, Taylor, and Union Counties, Iowa; and (5) (a) *cut flowers, decorative greens, and florist supplies*, when moving at the same time and in the same vehicle with commodities the transportation of which is subject to economic regulation; and (b) *business papers, records, and audit and accounting media*, between Bensenville, Ill., on the one hand, and, on the other, points in Indiana, Iowa, and Wisconsin.

NOTE.—Applicant holds contract carrier authority in MC 112750 and subs thereunder, therefore, dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Philadelphia, Pa.

No. MC 112266 (Sub-No. 7), filed June 6, 1975. Applicant: CRAYCRAFT TRUCKING, INC., P.O. Box 267, Upper Sandusky, Ohio 43351. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bricks*, from points in Marion County, Ohio, to points in Illinois, Wisconsin, Kentucky, West Virginia, points in Indiana south of U.S. Highway 40 and points in Michigan north of Bay, Isabella, Mecosta, Midland, Newaygo, and Oceana Counties, Mich.; (2) *bricks*, from Brazil, Ind., and Kankakee, Ill., to points in Ohio and Michigan; (3) *bricks*, from Upper Sandusky, Ohio, to points in Illinois, Kentucky, Wisconsin, West Virginia, and points in Indiana south of U.S. Highway 40; (4) *bricks*, from points in Weller and Franklin Township (Richland County), Ohio, to points in Illinois and Wisconsin; (5) *bricks*, from points in Hanover Township (Licking County), Ohio, to points in Michigan; (6) *bricks*, from New Hudson, Mich., to points in Ohio; and (7) *materials and supplies* (except commodities in bulk) used in the manufacture, packaging, sale, and distribution of bricks, from points in Illinois, Wisconsin, Kentucky, West Virginia, Indiana, and Michigan, to Upper Sandusky and Toledo, and points in Marion County; Weller and Franklin Townships (Richland County), and Hanover Township (Licking County), Ohio.

NOTE.—If a hearing is deemed necessary applicant requests it be held at either Columbus, Ohio, or Washington, D.C.

No. MC 112822 (Sub-No. 380), filed June 18, 1975. Applicant: BRAY LINES INCORPORATED, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Charles D. Midkiff (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Laundry bleach*, dry, packed in cardboard cartons, from the plantsite the Clorox Company located in Chicago, Ill., to the facilities of The Clorox Company, located in Houston, Tex.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either San Francisco, Calif., or Houston, Tex.

No. MC 112963 (Sub-No. 60), filed June 6, 1975. Applicant: ROY BROS., INC., 764 Boston Road, Pinehurst, Mass. 01866. Applicant's representative: Leonard E. Murphy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Muriatic acid*, in bulk, in tank vehicles, from points in Rhode Island to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, and Rhode Island.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Boston, Mass., or Providence, R.I.

No. MC 113041 (Sub-No. 14), filed June 10, 1975. Applicant: AC-BERWICK TRANSPORTERS, INC., Mutton Hollow Road, Woodbridge, N.J. 07095. Applicant's representative: Edward L. Nehez, 744 Broad St., Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tar pavement sealer*, in bulk, in tank vehicles, from Cheshire, Conn., to Syracuse, N.Y.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Newark, N.J., or New York, N.Y.

No. MC 113388 (Sub-No. 110), filed June 11, 1975. Applicant: LESTER C. NEWTON TRUCKING CO., a Corporation, P.O. Box 618, Seaford, Del. 19973. Applicant's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foodstuff;* and (2) *commodities*, the transportation of which is partially exempt from the regulation under the provisions of Section 203(b)(6) of the Interstate Commerce Act, when moving in the same vehicle and at the same time with commodities described in (1) above, from Sumter, S.C., to Salisbury, Md., and points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, Pennsylvania, Virginia, and the District of Columbia, restricted service from Sumter, S.C., shall be limited to partial pickup of shipments with traffic originating at Salisbury, Md.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113651 (Sub-No. 185), filed June 16, 1975. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 47303. Applicant's representative: Daniel C. Sullivan, 327 South LaSalle Street, Chicago, Ill. 60604. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat packinghouse products, and commodities used in meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from

Columbus, Ind., to points in Illinois, Kentucky, Michigan, Ohio, Pennsylvania, Tennessee, and Wisconsin; and (2) *materials and supplies* (except commodities in bulk), used in meat packinghouses in the conduct of their business, from points in the destination states named above to Columbus, Ind.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 113908 (Sub-No. 345), filed June 10, 1975. Applicant: ERICKSON TRANSPORT CORPORATION, 2105 East Dale St., P.O. Box 3180 G.S.S., Springfield, Mo. 65804. Applicant's representative: B. B. Whitehead (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wine, wine products, and wine byproducts*, in bulk, from Altus, Ark., to Brooklyn, Hammondsport, Highland, Hudson Falls, Marlboro, and Naples, N.Y., and Buchanan, Harbert, Hartford, Lawton, Paw Paw, and St. Joseph, Mich., and their commercial zones, (2) *neutral spirits, distilled spirits, alcohol, fruit juice*, and *fruit juice concentrate*, in bulk, from points in California, to Atlanta and Roberta, Ga., and their commercial zones, (3) *neutral spirits, distilled spirits, alcohol, fruit juice, and fruit juice concentrate*, in bulk, from points in California, to Altus, Ark., and the commercial zone thereof; and (4) *wine and wine products*, in bulk, between New York City, N.Y.; Newark, New Brunswick, and Paterson, N.J., and their commercial zones, on the one hand, and, on the other, Atlanta and Roberta, Ga., and their commercial zones.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Kansas City, Mo., Chicago, Ill., or Washington, D.C.

No. MC 114273 (Sub-No. 236), filed June 4, 1975. Applicant: CRST, INC., P.O. BOX 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by manufacturers, wholesalers, or retailers of miscellaneous protective coatings, from the plantsite and facilities of Midwest Manufacturing Company, located at the junction of Oak Street and Bluff Road in Burlington, Iowa, to Little Falls, Minn., Maple Grove, Minn., Bridgeton, Mo., Manitowoc, Wis., Chicago, Ill., Edison, N.J., Berger, Mo., Monee, Ill., Xenia, Ohio, Buffalo, N.Y., Edina, Minn., and Omaha, Nebr., restricted to traffic originating at the said origin point.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 114290 (Sub-No. 77), filed June 6, 1975. Applicant: EXLEY EXPRESS, INC., 2610 SE. 8th Avenue, Portland, Oreg. 97202. Applicant's representative: James T. Johnson, 1610 IBM Bldg., Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Smoked and processed meats and meat products and smoked salmon*, from Tillamook, Oreg., to points in California.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Portland, Oreg.

No. MC 114334 (Sub-No. 31), filed June 11, 1975. Applicant: BUILDERS TRANSPORTATION COMPANY, 3710 Tulane Road, Memphis, Tenn. 38116. Applicant's representative: Gerald K. Gimmel, 303 N. Frederick Avenue, Gaithersburg, Md. 20760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, iron and steel products, and copper and copper products*, between Osceola, Ark., on the one hand, and, on the other, points in Arkansas, Missouri, and Tennessee.

NOTE.—If a hearing is deemed necessary, the applicant requests it be heard on a consolidated basis with Roadhound Truck Company at Osceloa, Ark.; Memphis, Tenn.; or Little Rock, Ark.

No. MC 115162 (Sub-No. 307), filed June 13, 1975. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Escambia County, Fla., to points in Texas south of U.S. Highway 84.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Houston, Tex., or Pensacola, Fla.

No. MC 115162 (Sub-No. 308), filed June 11, 1975. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry cement compounds, bonding adhesives, and sealers*, from Flomaton, Ala., to points in Florida, on and west of U.S. Highway 319, points in Mississippi, on and south of Interstate Highway 20, and points in Plaquemines, St. Bernard, Jefferson, Orleans, La Fourche, St. Charles, St. Tammany, and Tangipahoa Parishes, La.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Mobile or Birmingham, Ala.

No. MC 115331 (Sub-No. 395), filed June 11, 1975. Applicant: TRUCK TRANSPORT INCORPORATED, 29 Clayton Hills Lane, St. Louis, Mo. 63131. Applicant's representative: J. R. Ferris, 230 St. Clair Avenue, East St. Louis, Ill. 62201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, (1) from St. Paul, Minn., and Memphis, Tenn., to points in Illinois and Missouri; and (2) from Belleville, Ill., to points in Missouri.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at St. Louis, Mo.

No. MC 115592 (Sub-No. 4), filed June 5, 1975. Applicant: VERNON JENNIGES, doing business as JENNIGES TRANSFER, Springfield, Minn. 56087. Applicant's representative: F. H. Kroeger, 1745 University Avenue, St. Paul, Minn. 55104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from Springfield, Minn., to points in Nebraska.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at St. Paul or Minneapolis, Minn.

No. MC 115654 (Sub-No. 40), filed June 11, 1975. Applicant: TENNESSEE CARTAGE COMPANY, INC., P.O. Box 1193, Nashville, Tenn. 37202. Applicant's representative: Walter Harwood, P.O. Box 15214, Nashville, Tenn. 37215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prepared foods* (except in bulk), in vehicles equipped with mechanical refrigeration, from the plantsite of Peter Paul Candy, Inc., located at or near Frankfort, Ind., to Cincinnati, Ohio, and Huntingdon and Charleston, W. Va., and Bristol, Va.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Nashville, Tenn., or Louisville, Ky.

No. MC 117068 (Sub-No. 51), filed June 5, 1975. Applicant: MIDWEST SPECIALIZED TRANSPORTATION, INC., P.O. Box 6418, Rochester, Minn. 55901. Applicant's representative: Paul F. Sullivan, 711 Washington Bldg., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Material-handling equipment*, including lift trucks, and parts thereof when moving therewith (except commodities which because of size or weight require the use of special equipment and except self-propelled articles each weighing 15,000 lbs. or more), from Scott County, Ky., to points in Minnesota, Illinois, Iowa, Missouri, North Dakota, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Minneapolis, Minn.

No. MC 119789 (Sub-No. 259), filed June 12, 1975. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, Tex. 75222. Applicant's representative: James K. Newbold, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flavoring syrup*, in containers, from St. Martinsville, La., to points in Arizona, Colorado, Kansas, Missouri, Oregon, and Tennessee.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Alexandria, or New Orleans, La.

No. MC 119815 (Sub-No. 19), filed June 6, 1975. Applicant: INTERSTATE HIGHWAY EXPRESS, INC., 814 Norton Avenue, P.O. Box 579, Bedford, Ind. 47421.

Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Bldg., Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal pipe, metal sheets, and fittings, and supplies* for installation thereof; and (2) *materials and supplies* used in the manufacture of the commodities described in (1) above, from the plantsite of Stello Products, Inc., located in Spencer, Ind., to points in the United States (except Alaska and Hawaii), under a continuing contract or contracts with Stello Products, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Washington, D.C., or Indianapolis, Ind.

No. MC 120257 (Sub-No. 24), filed June 4, 1975. Applicant: K. L. BREEDEN & SONS, INC., 401 Alamo Street, Terrell, Tex. 75160. Applicant's representative: Bernard H. English, 6270 Firth Road, Fort Worth, Tex. 76116. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Iron and steel articles, aluminum articles, iron and steel tanks, aluminum tanks, and parts, attachments, and accessories* for iron and steel tanks, aluminum tanks, and contractors equipment, from points in Liberty County, Tex., to points in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Houston or Dallas, Tex.

No. MC 123407 (Sub-No. 245), filed June 13, 1975. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Stephen H. Loeb (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Joliet, Ill., to points in North Dakota, South Dakota, Nebraska, Colorado, Kansas, Oklahoma, Texas, New Mexico, Missouri, Iowa, Minnesota, and Wisconsin.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 123407 (Sub-No. 247), filed June 11, 1975. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Highway 6, Valparaiso, Ind. 46383. Applicant's representative: Stephen H. Loeb (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel tubing*, from Sebewaing, Mich., to points in Nebraska.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 124333 (Sub-No. 23), filed June 13, 1975. Applicant: BAKER PETROLEUM TRANSPORTATION CO., INC., Pyles Lane, New Castle, Del. 19720. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gasoline, kerosene, fuel oil distillate, and fuel oil*, in bulk, in tank vehicles, from Woodbury, N.J., to points in Delaware and Salisbury, Md., Cecil and Kent Counties, Md., and Chester County, Pa., under a continuing contract or contracts with Atlantic Richfield Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 124692 (Sub-No. 152), filed June 16, 1975. Applicant: SAMMONS TRUCKING, P.O. Box 4347, Missoula, Mont. 59801. Applicant's representative: J. David Douglas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foam board, insulation and insulated gypsum foam board panels*, from the facilities of Panel Era, a division of Roberts Investment Co., located in Salt Lake County, Utah and Dallas County, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Salt Lake City, Utah; Boise, Idaho; or Denver, Colo.

No. MC 127303 (Sub-No. 17), filed June 11, 1975. Applicant: HENRY ZELLMER, doing business as ZELLMER TRUCK LINES, P.O. Box 996, Granville, Ill. 61326. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Bldg., 666 11th St. NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from East St. Louis, and Lincoln, Ill., to points in Missouri, Nebraska, Iowa, South Dakota, Minnesota, and Wisconsin.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 128270 (Sub-No. 13), filed June 17, 1975. Applicant: REDIEHS INTERSTATE, INC., 1477 Ripley Street, East Gary, Ind. 46405. Applicant's representative: Richard A. Kerwin, 127 North Dearborn St., Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plant site and storage facilities of North Star Steel Company, at or near Wilton, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, and Wisconsin; and (2) *materials, equipment and supplies* used in the manufacture and distribution of iron and steel articles, from points in the states named in (1) above, to the plant site and storage facilities of North Star Steel Company, located at or near Wilton, Iowa, restricted to traffic originating at and destined to the above named points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn.

No. MC 128371 (Sub-No. 3), filed June 16, 1975. Applicant: BELLEVUE AGGREGATE HAULERS, INC., P.O. Box 296, Holland, Ohio 43528. Applicant's representative: David L. Pemberton, 50 West Broad St., Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, in dump vehicles, from the power plants and facilities of Detroit Edison Company, located in Wayne County, Mich., to Nicholson Concrete & Supply Co. plants and facilities, located in Lucas County, Ohio.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Toledo, or Columbus, Ohio.

No. MC 129026 (Sub-No. 2), filed June 13, 1975. Applicant: J.C.D. TRANSPORTATION CORP., 520 N. Seventh Avenue, Scranton, Pa. 18503. Applicant's representative: J. A. Kundtz, 1100 National City Bank Building, Cleveland, Ohio 44114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (a) *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, (1) between points in New York (except Nassau, Suffolk, Westchester, Putnam, Orange, and Rockland Counties), and Berks, Bradford, Carbon, Clinton, Columbia, Dauphin, Erie, Juniata, Lackawanna, Lancaster, Lebanon, Lehigh, Luzerne, Lycoming, McKean, Monroe, Montour, Northampton, Northumberland, Perry, Pike, Potter, Schuylkill, Snyder, Sullivan, Susquehanna, Tioga, Union, Warren, Wayne, Wyoming, and York Counties, Pa.; and (2) between points in the above-specified territory, on the one hand, and, on the other, New York, N.Y., Belleville, Edison, Newark, Jersey City, and Trenton, N.J., and Philadelphia, Pa., and (b) *fruits, vegetables, farm products, poultry and sea foods*, in the respective seasons of their production, from points in New York, New Jersey, and Pennsylvania, to points in the above-specified territory, with no transportation for compensation on return except as otherwise authorized, restricted to transportation services to be performed under a continuing contract or contracts with The Great Atlantic & Pacific Tea Company, Inc.

NOTE.—Any duplication of authority sought herein or to the extent that such authority duplicates any heretofore granted to or now held by applicant shall not be construed as conferring more than one operating right. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 129759 (Sub-No. 6), filed June 9, 1975. Applicant: TRIANGLE TRUCKING COMPANY, a corporation, P.O. Box 490, McKees Rocks, Pa. 15136. Applicant's representative: David A. Turano, 100 East Board Street, Suite 1800, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transport-

ing: *Such commodities as are dealt in by a manufacturer of pipe, conduit, wire, cable, cord sets, plastic materials, and materials, equipment and supplies,* used in the conduct of such business, between plants and warehouses of Triangle PWC, Inc., Subsidiary of Triangle Industries, Inc., at Sikeston, Mo., on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin, restricted to service performed under a continuing contract or contracts with Triangle PWC, Inc., Subsidiary of Triangle Industries, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 129862 (Sub-No. 11), filed June 6, 1975. Applicant: RAJOR, INC., P.O. Box 756, Franklin, Tenn. 37064. Applicant's representative: William J. Monheim, P.O. Box 1756, Whittier, Calif. 90609. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Athletic, gymnastic, aquatic, and sporting goods, parts and accessories therefor, adhesives, rubber tire treads, hardware, advertising material, and materials, equipment and supplies* utilized in the manufacture, sale and distribution of the described commodities, from Santa Ana, Calif., to points in and east of Minnesota, Iowa, Nebraska, Kansas, Oklahoma, and Texas; and (2) *aquatic equipment and accessories and game and sporting goods balls,* from ports of entry on the International Boundary line between the United States and Republic of Mexico located at Brownsville, El Paso, and Laredo, Tex., to Chicago and Elk Grove Village, Ill., and Maywood, N.J., under a continuing contract, or contracts with AMF Incorporated, and its affiliates.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Los Angeles, Calif., or Washington, D.C.

No. MC 133119 (Sub-No. 69), filed June 12, 1975. Applicant: HEYL TRUCK LINES, INC., 235 Mill Street, Akron, Iowa 51001. Applicant's representative: A. J. Swanson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Prepared edible flour* (except commodities in bulk), from Evansville, Ind., to points in Arizona, Arkansas, California, Florida, Georgia, Idaho, Iowa, Louisiana, Minnesota, Mississippi, Montana, Nebraska, New Mexico, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Texas, and Washington.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Omaha, Nebr., or Washington, D.C.

No. MC 133689 (Sub-No. 63), filed June 16, 1975. Applicant: OVERLAND EXPRESS, INC., P.O. Box 2667, New Brighton, Minn. 55112. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Pet food,* from Twin Cities, Minn., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Tennessee, Missouri, Kansas, Nebraska, South Dakota, North Dakota, Iowa, Wisconsin, Illinois, Michigan, Indiana, Ohio, Kentucky, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis-St. Paul, Minn.

No. MC 134022 (Sub-No. 15), filed June 16, 1975. Applicant: RICHARD A. ZIMA, doing business as ZIPCO, P.O. Box 115, West Bend, Wis. 53095. Applicant's representative: Nancy J. Johnson, 4056 Regent St., Suite 100, Madison, Wis. 53705. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Cheese, cheese foods and related specialty items, and materials, equipment and supplies* used in the manufacture thereof (except commodities in bulk), between the plant sites and warehouses of Kaukauna Dairy Products, a wholly-owned subsidiary of International Multifoods Corporation, located at or near Kaukauna, Town of Vinland, and Little Chute, Wis., on the one hand, and, on the other, points in Maine, Vermont, New Hampshire, and the District of Columbia; (2) *cheese, cheese products, and cheese by-products* (except in bulk), from Dodge County, Wis., to points in Kansas, Missouri, Illinois, Michigan, Indiana, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Ohio, Pennsylvania, Delaware, New Jersey, New York, Vermont, Massachusetts, New Hampshire, Maine, and the District of Columbia; (3) *such materials, equipment and supplies* as are dealt in or utilized in the manufacture of commodities described in (2) above (except commodities in bulk), from the destination states named in (2) above to Dodge County, Wis.; (4) *domestic wines,* having a prior movement by water, from ports of entry in New York to points in Wisconsin and Minnesota; and (5) *imported cheeses,* from points in New York, to points in Wisconsin.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Milwaukee, Wis., or Chicago, Ill.

No. MC 134308 (Sub-No. 11), filed June 11, 1975. Applicant: CADDO EXPRESS, INC., 1257 East Reno, Oklahoma City, Okla. 73117. Applicant's representative: Roland Rice, 1111 E Street NW., Suite 618, Washington, D.C. 20004. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the AMOCO Gas Processing Plant located near Hitchcock, Okla., as an off-route point in conjunction with carrier's regular route authority to serve Okeene, Okla.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Oklahoma City, Okla.

No. MC 134453 (Sub-No. 6), filed June 12, 1975. Applicant: STERNLITE TRANSPORTATION COMPANY, a corporation, Winsted, Minn. 55395. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Poles and parts and accessories* for poles, from East Stroudsburg, Pa., to points in New Jersey, Maryland, Virginia, Connecticut, and New York, under a continuing contract or contracts with Union Metal Manufacturing Co.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 134921 (Sub-No. 2), filed June 30, 1975. Applicant: MID-AMERICA TRANSPORT, INC., P.O. Drawer 370, Madisonville, Ky. 42431. Applicant's representative: James E. Fields, 1203 Old National Bank Building, Evansville, Ind. 47708. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Plastic film and glass* (except in bulk and in tank cars), from Terre Haute, Ind., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (2) *cardboard trays* (except in bulk and in tank cars), from Evansville, Ind., and Murfreesboro, Tenn., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (3) *glass and wooden cases* (except in bulk and in tank cars), from Chattanooga, Tenn., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (4) *tin plate* (can bodies) and *can ends* (except in bulk and in tank cars), from Gary, Ind., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (5) *glass* (except in bulk and tank cars), from Mineral Wells, Miss., Streator, Ill., Alton, Ill., and Dunkirk, Ind., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (6) *screw caps* (except in bulk and tank cars), from Chicago, Ill., and Richmond, Ind., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (7) *crowns* (except in bulk and in tank cars), from Crawfordsville, Ind., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; (8) *cartons* (except in bulk and in tank cars), from Cincinnati, Ohio, to the plant site of Mid-America Canning Corporation at or near

Madisonville, Ky.; (9) *wooden cases* (except in bulk and in tank cars), from Savannah, Tenn., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky.; and (10) *plastic carriers* (except in bulk and in tank cars), from Charleston, Ill., to the plant site of Mid-America Canning Corporation at or near Madisonville, Ky., for the account only of Mid-America Canning Corporation under a continuing contract or contracts with Mid-America Canning Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 135049 (Sub-No. 7), filed June 13, 1975. Applicant: KEARNEY'S INC., U.S. Route 611, Portland, Pa. 18331. Applicant's representative: Kenneth R. Davis, 121 S. Main Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gravel, slag and slag products*, from Bethlehem, Pa., to points in Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine, Vermont, and New York (except New York, N.Y., and points in Nassau, Suffolk, and Westchester Counties, N.Y.).

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa.

No. MC 135185 (Sub-No. 26), filed June 13, 1975. Applicant: COLUMBINE CARRIERS, INC., 5925 East Evans Ave., P.O. Box 22198, Denver, Colo. 80222. Applicant's representative: Arnold L. Burke, 127 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cameras, camera outfits, camera cases, photographic material*, and *self-developing film packs*, from Cambridge, Needham, Needham Heights, Norwood, and Waltham, Mass., to El Segundo and Burlingame, Calif., restricted to a transportation service to be performed under a continuing contract or contracts with Polaroid Corporation of Needham Heights, Mass.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 135231 (Sub-No. 9), filed June 16, 1975. Applicant: NORTH STAR TRANSPORT, INC., Rte. 1, Highway 1 and 59 West, Thief River Falls, Minn. 56701. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Windows and doors*, with or without frames or casements, wooden, glazed or not glazed, (a) from Warroad, Minn., to points in the United States (except Alaska and Hawaii), and (2) *materials, supplies and equipment* used in the manufacture of commodities (except commodities in bulk) named in (1) above, (b) from points in the United States (except Alaska and Hawaii), to Warroad, Minn., restricted to traffic originating at or destined to the plant site of Marvin Windows.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Minneapolis, Minn., or Fargo, North Dakota.

No. MC 135288 (Sub-No. 4), filed June 6, 1975. Applicant: MCGILL'S TAXI AND BUS LINES, INC., doing business as ASHEBORO COACH CO., a corporation, 151 Sunset Avenue, P.O. Box 626, Asheboro, N.C. 27203. Applicant's representative: Wilmer B. Hill, 805 Mclachlen Bank Building, 666 Eleventh Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: (1) Regular route, *Passengers and their baggage, and express, newspapers, and mail*, in the same vehicle with passengers, Between Asheboro, N.C., and Greensboro, N.C., serving all intermediate points and points in the commercial zones of Asheboro, N.C., and Greensboro, N.C.: From Asheboro over U.S. Highway 220 to Greensboro, and return over the same route; (2) irregular routes, *passengers and their baggage*, in the same vehicle with passengers, in round-trip charter operations, beginning and ending at points on the regular route described in (1) above, and extending to points in the United States (except those in Alaska and Hawaii); and (3) irregular routes, *passengers and their baggage*, in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours, beginning and ending at points on the regular route described in (1) above, and extending to points in the United States (except those in Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Greensboro or Asheboro, N.C.

No. MC 135364 (Sub-No. 23), filed June 9, 1975. Applicant: MORWALL TRUCKING, INC., R.D. #3, Box 76-C, Moscow, Pa. 18444. Applicant's representative: Kenneth R. Davis, 121 S. Main St., Taylor, Pa. 18517. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Enameled, glazed and surface coated paper*, (a) from Moosic, Pa., to points in Wisconsin, Minnesota, Montana, Wyoming, and Florida; and (b) from Laflin, Luzerne County, Pa., to points in the United States (except Alaska and Hawaii); and (2) *materials and supplies* used in the manufacture of the above commodities (except commodities in bulk), (a) from points in the United States (except Alaska, Hawaii, New Jersey, New York, Ohio, Michigan, Massachusetts, West Virginia, Delaware, Virginia, Vermont, Maine, California, and New Hampshire), to Moosic, Pa., (b) from points in the United States (except Alaska and Hawaii), to Laflin, Luzerne County, Pa., under a continuing contract or contracts with Fitchburg Coated Products, Inc., and Fitchburg Paper Company. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 135539 (Sub-No. 2), filed June 10, 1975. Applicant: FARM SERVICE & SUPPLIES, INC., P.O. Box 5351, Evansville, Ind. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Grain dryers, prefabricated grain bins and tanks, fans, heaters, and accessories thereto*, (a) between the warehouse facilities of Chicago Eastern Corporation, at Rocky Mt., N.C., on the one hand, and, on the other, the warehouse facilities of Chicago Eastern Corporation, at South Fulton, Tenn.; (b) from the warehouse facilities of Chicago Eastern Corporation, at Rocky Mt., N.C., and Fulton, Tenn., to the plantsite of Chicago Eastern Corporation, at Marengo, Ill.; (c) from Fulton, Tenn., to points in Missouri, Illinois, Kentucky, Arkansas, Mississippi, Alabama, and Georgia; and (d) from Rocky Mt., N.C., to points in Virginia, South Carolina, and Georgia; (2) *augers*, from Clay Center, Kans., to the plantsite of Chicago Eastern Corporation, at Marengo, Ill.; and (3) *steel*, from Steubenville and Perrysburg, Ohio; Irwin, Pa.; Knoxville, Tenn.; Gary, East Chicago, and Hammond, Ind., to the plantsite of Chicago Eastern Corporation, at Marengo, Ill., under a continuing contract or contracts with Chicago Eastern Corporation, at Marengo, Ill.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 136220 (Sub-No. 21), filed June 16, 1975. Applicant: ROY SULLIVAN, doing business as SULLIVAN TRUCKING CO., 1705 NE. Woodland, Ponca City, Okla. 74601. Applicant's representative: G. Timothy Armstrong, 280 Nat'l Foundation Life Bldg., 3535 NW. 58th St., Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, (1) between points in Arizona, California, Colorado, Idaho, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; (2) between points in Arizona, California, Colorado, Idaho, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming, on the one hand, and, on the other, points in Alabama, Arkansas, Kansas, Kentucky, Louisiana, Missouri, Oklahoma, Tennessee, and Texas; (3) between points in Kansas, Missouri, Oklahoma, and Texas, on the one hand, and, on the other, points in Alabama, Kentucky Louisiana, and Tennessee; and (4) between points in Arkansas, restricted to traffic having a prior or subsequent movement by rail or water.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 136408 (Sub-No. 26), filed June 6, 1975. Applicant: CARGO CONTRACT CARRIER CORP., P.O. Box 206. U.S. Highway 20, Sioux City, Iowa 51102. Applicant's representative: William J. Hanlon, 60 Park Place, Newark, N.J. 07102. Authority sought to operate as a

*contract carrier,* by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment because of size or weight), (A) from the plantsites and storage facilities of Minnesota Mining and Manufacturing Company at or near Ames and Knoxville, Iowa, and Norfolk, Nebr., to West Caldwell and Freehold, N.J.; Needham Heights, Mass.; and Mehoopany and Philadelphia, Pa.; and (B) from the plant sites and storage facilities of Minnesota Mining and Manufacturing Company at or near Norfolk, Nebr., and Knoxville, Iowa, to the plantsite and storage facilities of Minnesota Mining and Manufacturing Company at Ames, Iowa, restricted to a transportation service to be performed under a continuing contract or contracts with Minnesota Mining and Manufacturing Company at St. Paul, Minn.

NOTE.—Applicant holds common carrier authority in MC 140829 and Sub-No. 1, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y., or Chicago, Ill.

No. MC 136786 (Sub-No. 76), filed June 6, 1975. Applicant: ROBCO TRANSPORTATION, INC., 309 Fifth Avenue Northwest, New Brighton, Minn. 55112. Applicant's representative: Stanley C. Olsen, Jr., 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods,* from the facilities of Kitchens of Sara Lee Corporation located at or near Deerfield and Chicago, Ill., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia, restricted to the transportation of traffic originating at the plantsite and storage facilities of Kitchens of Sara Lee Corporation located at or near Deerfield and Chicago, Ill.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 138126 (Sub-No. 4), filed June 11, 1975. Applicant: WILLIAMS REFRIGERATED EXPRESS, INC., P.O. Box 47, Old Denton Road, Federalsburg, Md. 21632. Applicant's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Frozen foodstuff;* and (2) *commodities,* the transportation of which is partially exempt from regulation under the provisions of Section 203(b)(6) of the Interstate Commerce Act, when moving in the same vehicle, and at the same time with commodities described in (1) above, from Sumter, S.C., to Salisbury, Md., and points in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, Pennsylvania, Ohio, West Virginia, Virginia, and the District of Columbia, restricted service from Sumter, S.C., shall be limited to partial pick-up of shipments with traffic originating at Salisbury, Md.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 138308 (Sub-No. 6), filed June 11, 1975. Applicant: K. L. M. DISTRIBUTING, INC., P.O. Box 6066, Jackson, Miss. 39208. Applicant's representative: George A. Olsen, 69 Tonnele Ave., Jersey City, N.J. 07306. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Covered copper wire and fluorescent lamp ballasts, materials, equipment and supplies* used or useful in the sale, manufacture and installation thereof (except commodities in bulk), between the plantsite and warehouse facilities of Universal Manufacturing Corporation, located at or near Mendenhall, Miss., on the one hand, and, on the other, points in California, Oregon, Washington, Arizona, New Mexico, Utah, Colorado, and Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Memphis, Tenn., or Washington, D.C.

No. MC 138741 (Sub-No. 17), filed June 4, 1975. Applicant: E. K. MOTOR SERVICE, INC., 2005 North Broadway, Joliet, Ill. 60435. Applicant's representative: Tom B. Kretsinger, Suite 910, Fairfax Bldg., 101 West Eleventh St., Kansas City, Mo. 64105. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *General commodities,* between Joliet, Ill., on the one hand, and, on the other, points in Illinois, restricted to traffic having a prior or subsequent movement by water.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 139272 (Sub-No. 1), filed June 9, 1975. Applicant: MEL ENTERPRISES, INC., 271 Ramapo Avenue, Maywood, N.J. 07607. Applicant's representative: Philip F. Hudock, Suite 506, 7900 Westpark Drive, McLean, Va. 22101. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Automobile and truck parts, accessories, supplies, tools, and shop manuals, and promotional materials,* between Lyndhurst and West Caldwell, N.J., on the one hand, and, on the other, points in Connecticut, New York, and points in Nassau, Suffolk, Westchester, Rockland, Putnam, Dutchess, Orange, Sullivan, and Ulster Counties, N.Y., and Newark Airport, N.J., under a continuing contract or contracts with Toyota Motor Distributors, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 139341 (Sub-No. 3), filed June 16, 1975. Applicant: J. J. PERRY, JR., AND EDWARD BAILEY, doing business as P & B TRUCKING COMPANY, R.F.D., Horn Lake, Miss. 38637. Applicant's representative: Donald B. Morrison, 1500 Deposit Guaranty Plaza, P.O. Box 22628, Jackson, Miss. 39205. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Brewers grain and animal feed,* in bulk, in dump vehicles, from the facilities of Murphy Products Co., at or near Olive Branch, Miss., to points in Georgia and Winston-Salem, N.C., under contract with Murphy Products Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 140032 (Sub-No. 4), filed June 3, 1975. Applicant: LAVERN E. WOLFE, doing business as WOLFE & WOLFE, 305 Crossland Avenue, Uniontown, Pa. 15401. Applicant's representative: William J. Lavelle, 2310 Grant Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Pulverized limestone,* from Benwood, W. Va., to points in Washington and Greene Counties, Pa., and points in Marion and Monongalia Counties, W. Va., restricted to a transportation service to be performed under a continuing contract, or contracts with Benwood Limestone Co., at Benwood, W. Va.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 140308 (Sub-No. 1), filed June 10, 1975. Applicant: DUNCAN E. SHINN, doing business as S & S STORAGE, P.O. Box 647, Tonopah, Nev. 89049. Applicant's representative: Duncan E. Shinn (same address as applicant). Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Electrical and electronic telephone equipment, materials and supplies* necessary for maintenance of Nevada Bell Telephone Co. microwave stations, between Tonopah, Nev., on the one hand, and, on the other, points in Nye and Esmeralda Counties, Nev., under a continuing contract or contracts with Western Electric Company, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Carson City or Reno, Nev.

No. MC 140384 (Sub-No. 1), filed June 12, 1975. Applicant: BERNARD D. HARRIS, 4146 State Street Drive, New Orleans, La. 70125. Applicant's representative: Edward A. Winter, 235 Rosewood Drive, Metairie, La. 70005. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *New furniture,* from New Orleans, La., to Baton Rouge, Denham Springs, Gonzales, Hammond, Houma, Luling, Morgan City, Raceland, Thibodaux and Vacherie, La., restricted to traffic having an immediate prior movement by rail.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New Orleans, or Baton Rouge, La.

No. MC 140538 (Sub-No. 4), filed June 13, 1975. Applicant: LESLIE NORMAN FRED, doing business as NORMAN FRED, RFD #1, DeSoto, Ill. 62924. Applicant's representative: John G. Gilbert, 231 West Main Street, P.O. Box

1058, Carbondale, Ill. 62901. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, ice cream mix, cottage cheese, ice cream, milk powder and milk substitutes*, between Carbondale, Ill., on the one hand, and, on the other, points in Greene, Craighead and Mississippi Counties, Ark., and points in Dunklin County, Mo., under a continuing contract or contracts with Prairie Farms Dairy, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Springfield, Ill.

No. MC 140731 (Sub-No. 2), filed June 13, 1975. Applicant: JOHN LAWRENCE, doing business as JOHN LAWRENCE TRAILER TOWING, 3337 N. Manchester Street, Atwater, Calif. 95301. Applicant's representative: Raymond A. Greene, Jr., Professional Corporation, 100 Pine Street, Suite 2550, San Francisco, Calif. 94111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Travel trailers*, from points in Merced County, Calif., to points in Arizona, Idaho, Nevada, Oregon, Utah, and Washington.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at San Francisco, Calif.

No. MC 140750 (Sub-No. 1), filed April 14, 1975. Applicant: WINN TRUCK & TRACTOR, INC., doing business as INDUSTRIAL EQUIPMENT COMPANY, P.O. Box 133, Highway 84 Wes, Winnfield, La. 71483. Applicant's representative: John Schwab, P.O. Box 3036, 617 North Boulevard, Baton Rouge, La. 70821. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Hydraulic cranes and hydraulic loaders* used in the handling of the following, but, not limited to the listed uses: logs, agricultural lime, garbage and refuse, sugar cane, pulpwood, crates of chickens and poultry, from Two Harbors, Minn., to points in Texas, Louisiana, Arkansas, Tennessee, Mississippi, and Alabama, under a continuing contract or contracts with Husky Hydraulics, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either New Orleans, La., or Houston, Tex.

No. MC 140813 (Sub-No. 2), filed June 9, 1975. Applicant: MOUNTAIN SUN TRANSPORT, INC., Rte. 1, Box 282, Morgan, Utah 84050. Applicant's representative: Elwood Zaugg (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour, bran, shorts, milled grain products, prepared cereals, and prepared poultry and animal feeds*, from points in Utah to points in California, Arizona, Nevada, Oregon, Washington, Idaho, Wyoming, Montana, Colorado, and New Mexico.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 140835 (Sub-No. 2), filed June 5, 1975. Applicant: A. C. WRIGHT TRUCKING, INC., Route 1, P.O. Box 35, Booneville, Miss. 38829. Applicant's representative: Joe Ray Langston, P.O. Box 748, Booneville, Miss. 38829. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural limestone*, from points in Colbert, Bibb, Franklin, Shelby, and Fayette Counties, Ala., and Hardin County, Tenn., to points in Tishomingo, Alcorn, Tippah, Prentiss, Itawamba, Lee, Yalobusha, Calhoun, Chickasaw, Monroe, Lowndes, Oktibbeha, Clay Counties, Miss.; (2) *crushed limestone and rip-rap limestone*, from points in Colbert, Bibb, Franklin, Shelby, and Fayette Counties, Ala.; and Hardin County, Tenn., to points in Mississippi; (3) *rip-rap and crushed limestone and agricultural limestone*, from points in Tishomingo County, Miss., to points in Shelby County, Tenn.; (4) *crushed gravel or rock, washed gravel or rock, clay gravel or rock*, from points in McNairy and Hardin Counties, Tenn., to points in Alcorn, Prentiss, Lee, Union, Benton, Tishomingo, Itawamba, Tippah Counties, Miss.; (5) *sand* from points in McNairy, Hardin, Fayette, and Hardeman Counties, Tenn., to points in Alcorn, Prentiss, Lee, Union, Benton, Tishomingo, Itawamba, Tippah, Marshall Counties, Mississippi; and (6) *basic slag*, from points in Jefferson County, Ala., to points in Tishomingo, Alcorn, Tippah, Prentiss, Itawamba, Lee, Yalobusha, Calhoun, Chickasaw, Monroe, Lowndes, Oktibbeha, Clay Counties, Miss., restricted in bulk in dump trucks or dump trailers.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at (a) Booneville, Miss.; (b) Corinth, Miss.; or (c) Tupelo, Miss.

No. MC 140844 (Sub-No. 2), filed June 16, 1975. Applicant: TERRY L. PRIEST, P.O. Box 188, New Florence, Pa. 15944. Applicant's representative: John A. Pillar, 1122 Frick Bldg., Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages and related advertising material*, (a) from Cleveland, Ohio, to points in the Counties of Somerset, Ind. and Westmoreland, Pa.; and (b) from Winston-Salem, N.C., to points in the Counties of Somerset and Indiana, Pa.; (2) *empty malt beverage containers* (a) from points in the Counties of Somerset, Ind., and Westmoreland, Pa., to Cleveland, Ohio; and (b) from points in the Counties of Indiana and Somerset, Pa., to Winston-Salem, N.C., under a continuing contract or contracts with Paul and Dominic LaMantia d./b./a. LaMantia Beer Distributors; George J. Paytash and Elsie Paytash d./b./a. Clymer Beverage Company; Bertha T. Dellafiora d./b./a. National Beer Sales; Chester Rukas and Irene Rukas d./b./a. Rukas Beverage Distributing Company; Joseph and Josephine Picadio d./b./a. Picadio Beer Distributors; and Frances L. LaMantia d./b./a. F. L. LaMantia Beer Distributor.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Pittsburgh, Pa., or Washington, D.C.

No. MC 140934 (Sub-No. 2), filed May 5, 1975. Applicant: WILLIAM E. MOROG, doing business as JONICK & CO., 2815 East Liberty Avenue, Vermilion, Ohio 44089. Applicant's representative: Michael M. Briley, 300 Madison Avenue, Toledo, Ohio 43604. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Refractory materials*, (1) from the plantsite and facilities of BMI, Inc., and its subsidiaries located at or near Pedro, Ohio and South Webster, Ohio to points in Pennsylvania, Indiana, Illinois, Michigan, West Virginia, Missouri, Wisconsin, and New York; and the *return of raw materials* used in the manufacture of refractory materials from points in Indiana, New York, Pennsylvania, and Illinois to the plantsite and facilities of BMI, Inc. and its subsidiaries; and (2) from the plantsite and facilities of BMI, Inc. and its subsidiaries located at or near S. Rockwood, Mich., to points in Ohio, Pennsylvania and West Virginia; and the *return of raw materials* used in the manufacture of refractory materials from points in Ohio, to the plantsite and facilities of BMI, Inc., and its subsidiaries, under a continuing contract with BMI, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Toledo, Ohio, or Washington, D.C.

No. MC 141022 (Sub-No. 1), filed June 9, 1975. Applicant: MILLER OF HIAWATHA, INC., P.O. Box 338, Highland, Kans. 66035. Applicant's representative: Clyde N. Christey, 641 Harrison St., Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Agricultural implements and machinery and agricultural implements and machinery parts*, from the John Deere Company plant sites and/or storage facilities at or near Moline, and East Moline, Ill.; Waterloo, Ankeny, Ottumwa, and Dubuque, Iowa; Welland, Ontario, Canada; and Kansas City, Mo., to Hiawatha, Kans., (b) *lawn and garden care equipment and chain saws and parts and attachments* for lawn and garden care equipment and chain saws, from Horicon, Wisc., to Hiawatha, Kans., (c) *new and used agricultural implements or machinery and agricultural implements or machinery parts*, between Cornlea, Nebr., on the one hand, and, on the other, Hiawatha, Kans., (d) *agricultural implements and machinery and agricultural implement and machinery parts, lawn and garden care equipment and chain saws, and steel buildings, grain bins and grain handling and drying equipment*, from Hiawatha, Kans., to points in Buchanan County, Platte County, Andrew County and Holt County, Mo., and points in Pawnee County and Richardson County, Nebr., under a continuing contract or contracts with Hiawatha Implement Co., Inc. of Hiawatha, Kans.

(2) (a) *Agricultural implements and machinery and agricultural implements*

*and machinery parts,* from the John Deere Company plant sites and/or storage facilities at or near Moline and East Moline, Ill.; Waterloo, Ankeny, Ottumwa, and Dubuque, Iowa; Welland, Ontario, Canada; and Kansas City, Mo., to Highland, Kans., (b) *lawn and garden care equipment and chain saws and parts and attachments* for lawn and garden care equipment and chain saws, from Horicon, Wisc., to Highland, Kans., (c) *new and used agricultural implements or machinery and agricultural implements or machinery parts,* between Cornlea, Nebr., on the one hand, and, on the other, Highland, Kans., (d) *steel buildings, grain bins, and grain handling and drying equipment,* from the Behlen Company plant site and/or storage facility at or near Columbus, Nebr., and the Stormore Company plant site and/or storage facility at or near Fremont, Nebr., to Highland, Kans., (e) *agricultural implements and machinery and agricultural implements and machinery parts, and lawn and garden care equipment and chain saws and parts and attachments* for lawn and garden care equipment and chain saws, and steel buildings, grain bins and grain handling and drying equipment, from Highland, Kans., to points in Buchanan County, Platte County, Andrew County and Holt County, Mo., and points in Pawnee County and Richardson County, Nebr., under a continuing contract or contracts with Miller Implement Company located at Highland, Kans.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 141049, filed June 13, 1975. Applicant: GOODMAN MOTOR TRANSPORT CO. (1973), LTD., 8510 Jellicoe Street, Vancouver, British Columbia, Canada V53 3VI. Applicant's representative: R. A. Nelson (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber and lumber products,* between points in Washington, west of the Cascade Range, and British Columbia, Canada, crossing the International Boundary, at or near Blaine, Lynden, and Sumas, Wash.

NOTE.—Applicant holds contract carrier authority in MC 115364, Sub 10, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 141057, filed June 4, 1975. Applicant: GO FAR EXPRESS, INC., 101 Broad Avenue, Fairview, N.J. 07022. Applicant's representative: Robert B. Pepper, 168 Woodbridge Avenue, Highland Park, N.J. 08904. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Lime juice, grenadine syrup, and Bloody Mary mixes* (except in bulk), from the plantsite of Jefferson Bottling, Warwick, R.I., to points in the United States (except Arizona, California, Idaho, Nevada, Oregon, Utah, Washington, and points west of the Rocky Mountains in Colorado, Montana, New Mexico, and Wyoming), under a continuing contract or contracts with Cadbury Schweppes U.S.A. Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Stamford, Conn., or Providence, R.I.

No. MC 141058, filed June 5, 1975. Applicant: ALAN HAMER, doing business as ALAN HAMER HAULAGE, 5006 Montrose Road, Niagara Falls, Ontario, Canada. Applicant's representative: Robert D. Gunderman, Suite 710, Statler Hilton, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Sand, gravel, rubble, slag, earth, turf, crushed, cut and uncut rock and stone,* in bulk, in dump vehicles, between Ports of entry on the International Boundary line between the United States and Canada on the Niagara River, on the one hand, and, on the other, points in Erie and Niagara Counties, N.Y., restricted against the transportation of traffic originating at or destined to the premises of Industrial Docks and Supplies Limited and/or Moore-McCleary Limited in the Town of Thorold, Ontario.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 141060, filed June 5, 1975. Applicant: WILLIAM E. MILLER AND GEORGE R. MILLER, doing business as RHODE ISLAND TOWING, Trimble Road, Middletown, R.I. 02840. Applicant's representative: Frederick T. O'Sullivan, P.O. Box 2184, 622 Lowell Street, Peabody, Mass. 01960. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Wrecked, disabled, repossessed, and replacement motor vehicles* (except trailers designed to be drawn by passenger automobiles, new automobiles, new trucks, new bodies, new cabs, new chassis, and parts thereof, in initial movements), between points in Newport County, R.I., on the one hand, and, on the other, points in the United States in and east of Michigan, Illinois, Missouri, Arkansas, and Louisiana.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Providence, R.I.

No. MC 141061, filed June 9, 1975. Applicant: J. B. DAVENPORT, doing business as DAVENPORT WRECKER SERVICES, 190 Eastman Road, Memphis, Tenn. 38109. Applicant's representative: William R. Swain, Jr., 208 Poplar Avenue, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Wrecked, disabled, damaged, and repossessed motor vehicles and trailers;* and (2) *replacement vehicles,* for the wrecked, disabled, and repossessed motor vehicles in (1) above, by use of wrecker equipment only, between points in Shelby County, Tenn., on the one hand, and, on the other, points in Mississippi, Alabama, Arkansas, Louisiana, Missouri, Ohio, Florida, Kentucky, Illinois, Georgia, Texas, Indiana, Oklahoma, and Michigan.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

PASSENGER APPLICATION

No. MC 140661 (Sub-No. 1), filed June 6, 1975. Applicant: CIVIC TRANSPORTATION SERVICES, INC., doing business as SUBURBAN BUS LINES, 5803 Queensgate Drive, Houston, Tex. 77066. Applicant's representative: T. Brooke Farnsworth, 1200 First City East Bldg., Houston, Tex. 77002. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* between Houston and Beaumont, Tex., on the one hand, and, on the other, Evangeline Downs, Inc., at or near Lafayette, La., under a continuing contract or contracts with Evangeline Downs, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

BROKER APPLICATION

No. MC 130324, filed June 4, 1975. Applicant: AMERICAN TRAVEL, INC., Route 100, P.O. Box 755, West Dover, Vt. 05356. Applicant's representative: David M Marshall, 135 State St., Suite 200, Springfield, Mass. 01103. Authority sought to engage in operation, in interstate or foreign commerce, as a *broker* at West Dover, Vt., to sell or offer to sell the transportation of *passengers and their baggage,* as individuals and in groups by motor, air, water and rail carriers, between points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Boston, Mass., Albany, N.Y., or Hartford, Conn.

FREIGHT FORWARDER APPLICATION

No. FF 472, filed June 3, 1975. Applicant: ACTIVE ALASKA CONSOLIDATORS, INC., Pier 91, Building 41, P.O. Box 9217, Seattle, Wash. 98109. Applicant's representative: George H. Hart, 1100 IBM Building, Seattle, Wash. 98101. Authority sought to engage in operation, in interstate commerce, as a freight forwarder, through use of the facilities of common carriers by railroad, motor vehicle and water, in the transportation of, *general commodities* (except household goods as defined by the Commission, and Classes A and B explosives), between Tacoma and Seattle, Wash., on the one hand, and, on the other, points in Alaska.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at either Seattle, Wash., Anchorage or Fairbanks, Alaska.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.75-17832 Filed 7-9-75;8:45 am]

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THURSDAY, JULY 10, 1975

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PART II

# DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

## Office of Education

■

## National Direct Student Loan Program and National Defense Student Loan Program

### List of California and Tennessee Schools Determined to Have High Concentrations of Students From Low-income Families; Cancellation Benefits

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Office of Education

### NATIONAL DEFENSE STUDENT LOAN AND NATIONAL DIRECT STUDENT LOAN PROGRAMS

#### Cancellation of Loan for Teaching Service

List of Schools Determined to Have a High Concentration of Students from Low-Income Families—List of Schools in which the Enrollment of Students from Low-Income Families Exceeds Thirty Percent of the Total Enrollment of Students—California and Tennessee Supplement.

Pursuant to the provisions of section 205(b)(3)(A)(i) of the National Defense Education Act of 1958, as amended (20 U.S.C. 425(b)(3)(A)(i)), notice is hereby given of the public and other nonprofit elementary and secondary schools in California and Tennessee which have been listed in accordance with the regulations governing the administration of the National Defense Student Loan Program (45 CFR 144.8(i)(2)) as being in school districts of local educational agencies eligible for assistance pursuant to Title II of Public Law 874, 81st Congress, as amended (Title I of the Elementary and Secondary Education Act of 1965), and as having high concentrations of children from low-income families for the 1974–75 school year.

Pursuant to the provisions of section 465(a)(2) of the Higher Education Act of 1965, as amended (20 U.S.C. 1087ee (a)(2)), notice is hereby also given of the public and other nonprofit elementary and secondary schools in California and Tennessee which have been listed as being in school districts of local educational agencies eligible for assistance pursuant to Title I of the Elementary and Secondary Education Act of 1965, and which have been determined for the 1972–73, 1973–74, and 1974–75 school years to be schools in which the enrollment of children described in section 103(c)(1)(A), (B), or (C) (formerly clauses (A), (B), or (C) of section 103(a)(2)) of Title I of the Elementary and Secondary Education Act of 1965 using a low-income factor of $3,000, exceeds 30 percent of that school's enrollment.

Teachers with outstanding indebtedness as a result of loans made prior to July 1, 1972 under the National Defense Student Loan Program are entitled to a 15 percent per annum rate of loan cancellation for each complete academic year (or equivalent) of full-time teaching service performed in a public or other nonprofit elementary or secondary school which for that year has been designated by the U.S. Commissioner of Education as having a high concentration of students from low-income families.

Teachers with outstanding indebtedness as a result of loans made on or after July 1, 1972 under the National Direct Student Loan Program are entitled to a 15 percent per annum rate of loan cancellation for each of the first two complete academic years (or equivalent) of full-time teaching service performed in a public or other nonprofit elementary or secondary school which has been designated by the U.S. Commissioner of Education for those years as being a school in which the enrollment of children described in section 103(c)(1)(A), (B), or (C) (formerly clauses (A), (B), or (C) of section 103(a)(2)) of Title I of the Elementary and Secondary Education of 1965, using a low-income factor of $3,000, exceeds 30 percent of that school's enrollment. The rate of National Direct Student Loan cancellation for teaching a third or fourth year in one of these designated schools is 20 percent per annum, and the rate of cancellation for teaching the fifth year in one of these designated schools is 30 percent per annum.

The school lists for all other States, American Samoa, the District of Columbia, Guam, Puerto Rico, the Trust Territory of the Pacific Islands, and the Virgin Islands were published as Part III of Volume 39, Number 167 of the FEDERAL REGISTER of August 27, 1974 (39 FR 31050–31285).

Inquiries concerning these lists may be made to the appropriate State educational agency or to the Program Support Branch, Division of Student Support and Special Programs, Bureau of Postsecondary Education, U.S. Office of Education, Washington, D.C. 20202.

(Catalog of Federal Domestic Assistance Number 13.470; Higher Education—National Defense/Direct Student Loan Cancellations)

Dated: June 24, 1975.

T. H. BELL,
*U.S. Commissioner of Education.*

CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| ADELANTO | 1 | Adelanto EL |
| ALAMEDA | 1 | Haight EL JHS |
| | 1 | Mastick EL |
| ALHAMBRA | 1 | All Souls EL |
| | 1 | Century Continuation HS |
| ALPAUGH | 1 | Alpaugh EL |
| | 1 | Alpaugh HS |
| ALTADENA | 1 | Altadena EL |
| | 1 | Burbank EL |
| | 1 | Sacred Heart EL |
| AMBOY | 1 | Amboy EL |
| ANAHEIM | 1 | Riverdale EL |
| ANDERSON | 1 | Happy Valley EL |
| | 1 | Meadow Lane EL |
| | 1 | North Valley Continuation HS |
| | 1 | Verde Vale EL |
| ANTIOCH | 1 | Fremont EL |
| ARBUCKLE | 1 | Pierce HS |
| ARMONA | 1 | Armona EL |
| | 1 | Parkview EL |
| ARTESIA | 1 | John F. Kennedy EL |
| ARVIN | 1 | Haven Drive EL |
| | 1 | Meridian EL |
| | 1 | Sierra Vista EL |
| ATASCADERO | 1 | West Mall Continuation HS |
| ATHERTON | 1 | Menlo Atherton HS |
| ATWATER | 1 | Aileen Coburn EL |
| | 1 | Mitchell EL |
| AUBERRY | 1 | Pine Ridge EL |
| AUBURN | 1 | Juvenile Hall EL HS |
| AVENAL | 1 | Avenal EL |
| AZUSA | 1 | Clifford D. Murray EL |
| | 1 | Longfellow EL |
| | 1 | Oak Grove EL |
| BAKERSFIELD | 1 | Beardsley EL |
| | 1 | Beardsley JHS |
| | 1 | Buena Vista EL |
| | 1 | Casa Loma EL |
| | 1 | Colonel Thomas Baker EL |
| | 1 | Edison EL |
| | 1 | Fairfax EL |
| | 1 | Fremont EL |
| | 1 | General Shafter EL |
| | 1 | Jefferson EL |
| | 1 | Juvenile Hall Central EL |
| | 1 | Juvenile Hall Central HS |
| | 1 | Lerdo EL |
| | 1 | Lincoln JHS |
| | 1 | McKinley EL |
| | 1 | Mettler EL |
| | 1 | Mount Vernon EL |
| | 1 | North Beardsley EL |
| | 1 | Owens EL |
| | 1 | Vista Continuation HS |
| | 1 | Wayside EL |
| | 1 | Williams EL |
| BALDWIN PARK | 1 | North Park Continuation HS |
| | 1 | Sierra Vista HS |
| BALLICO | 1 | Ballico EL |
| BANGOR | 1 | Bangor EL |
| BANNING | 1 | Banning HS |
| | 1 | Central EL |
| | 1 | Coombs JHS |
| | 1 | Hemmerline EL |
| | 1 | Hoffer EL |
| | 1 | Saint John HS |
| | 1 | Twin Pines Probation Ranch HS |
| BANTA | 1 | Banta EL |
| BARSTOW | 1 | Central HS |
| | 1 | Thomson EL |
| | 1 | William J. Ingels EL |
| BEAUMONT | 1 | Boys Town of the Desert EL-HS |
| BELL | 1 | Corona Avenue EL |
| | 1 | Woodlawn Avenue EL |
| BELLA VISTA | 1 | Bella Vista EL |
| BELLFLOWER | 1 | Lincoln EL |
| | 1 | Saint Bernard EL |
| BELL GARDENS | 1 | Bell Gardens EL |
| | 1 | Bell Gardens HS |
| | 1 | Bell Gardens JHS |
| | 1 | Colmar EL |
| | 1 | Garfield EL |
| | 1 | Saint Gertrude EL |
| | 1 | Suva EL |
| | 1 | Suva JHS |
| BELMONT | 1 | Carlmont HS |
| | 1 | Hillcrest Juvenile Hall |
| BERKELEY | 1 | Berkeley East Campus HS |
| | 1 | Berkeley West Campus HS |
| | 1 | Cragmont EL |
| | 1 | Emerson EL |
| | 1 | Franklin EL |
| | 1 | Grizzly Peak EL |
| | 1 | Jefferson EL |
| | 1 | John Muir EL |
| | 1 | Le Conte EL |
| | 1 | Saint Joseph EL |
| | 1 | Thousand Oaks EL |
| | 1 | Tilden EL |
| | 1 | Washington EL |
| | 1 | Whittier EL |
| | 1 | Willard JHS |
| BIG BAR | 1 | Cox Bar EL |
| BIG BEND | 1 | Indian Springs EL |
| BIGGS | 1 | Biggs EL |
| | 1 | Biggs HS |
| BIG SUR | 1 | Pacific EL |
| BLOOMINGTON | 1 | Bloomington HS |
| | 1 | Bloomington JHS |
| | 1 | Crestmore EL |
| | 1 | Gerald A. Smith EL |
| | 1 | Walter Zimmerman EL |
| BLUE LAKE | 1 | Blue Lake EL |
| | 1 | Green Point EL |
| BLYTHE | 1 | Felix J. Appleby EL |
| | 1 | Margaret White EL |
| | 1 | Ruth Brown EL |
| | 1 | Twin Palms Continuation HS |
| BOONVILLE | 1 | Anderson Valley EL |
| | 1 | Anderson Valley JHS |
| BOULEVARD | 1 | Clover Flats EL |
| BRAWLEY | 1 | Barbara Worth JHS |
| | 1 | J. W. Oakley EL |
| | 1 | Miguel Hidalgo EL |
| | 1 | Phil Swing EL |
| | 1 | Ruth Reid EL |
| BRENTWOOD | 1 | Garin EL |
| | 1 | Liberty Continuation HS |
| BRIDGEVILLE | 1 | Bridgeville EL |
| BRODERICK | 1 | Alyce Norman EL |
| | 1 | Broderick EL |
| | 1 | Elkhorn Village EL |
| BRYTE | 1 | Bryte EL |
| | 1 | Holy Cross EL |
| BURBANK | 1 | Joaquin Miller EL |
| | 1 | William McKinley EL |
| BURREL | 1 | Burrel EL |
| BUTTONWILLOW | 1 | Buttonwillow EL |
| BYRON | 1 | Byron EL |
| | 1 | Contra Costa County Boys Ranch EL-HS |
| CABAZON | 1 | Ramsey Continuation HS |
| CALABASAS | 1 | David Gonzales HS |

* Code 1 - Schools designated for both National Defense and National Direct Student Loan cancellation benefits
Code 2 - Schools designated for National Defense Student Loan cancellation benefits only
Code 3 - Schools designated for National Direct Student Loan cancellation benefits only

CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| CALEXICO | 1 | Allen and Helen Mains EL |
| | 1 | Aurora Continustion HS |
| | 1 | Calexico HS |
| | 1 | Dool EL |
| | 1 | Hoffman EL |
| | 1 | Jefferson EL |
| | 1 | Our Lady of Guadalupe Academy EL |
| | 1 | Rockwood EL |
| | 1 | Vincent Memorial HS |
| CALIENTE | 1 | Caliente EL |
| CALIFORNIA HOT SPRINGS | | |
| | 1 | Hot Springs EL |
| CALIPATRIA | 1 | Calipatria HS |
| | 1 | Fremont EL |
| CAMARILLO | 1 | Ventura HS |
| CAMPBELL | 1 | Del Valle Center Juvenile Hall |
| | 1 | Hamilton EL |
| CAMPO | 1 | Campo EL |
| | 1 | Los Vecinos HS |
| | 1 | Mountain Empire JHS |
| | 1 | Mountain Empire HS |
| | 1 | Rancho Del Campo HS |
| CAMPTONVILLE | 1 | Camptonville EL |
| CANBY | 1 | Arlington EL |
| CANOGA PARK | 1 | Canoga Park EL |
| | 1 | Harte Street EL |
| CANTUA CREEK | 1 | Cantua EL |
| CANYON | 1 | Canyon EL |
| CAPISTRANO BEACH | 1 | Serra EL |
| CASMALIA | 1 | Casmalia EL |
| CASTROVILLE | 1 | Castroville EL |
| | 1 | Elkhorn EL |
| | 1 | Joseph Gambetta EL |
| CARLSBAD | 1 | Jefferson EL |
| | 1 | Pine EL |
| CARPINTERIA | 1 | Aliso EL |
| CARUTHERS | 1 | Alvina EL |
| | 1 | Caruthers EL |
| | 1 | Caruthers HS |
| CAZADERO | 1 | Montgomery EL |
| CENTRAL VALLEY | 1 | Deer Creek EL |
| CERES | 1 | Argus Continuation HS |
| | 1 | Caswell EL |
| | 1 | Ceres HS |
| | 1 | Don Pedro EL |
| | 1 | Mae Hensley JHS |
| | 1 | Walter White EL |
| CERRITOS | 1 | El Dorado Continuation HS |
| CHALLENGE | 1 | Yuba Feather EL |
| CHARTER OAK | 1 | Cedargrove EL |
| | 1 | Charter Oak HS |
| CHICO | 1 | Chapman EL |
| | 1 | Continuation Education HS |
| | 1 | Oakdale EL |
| | 1 | Rosedale EL |
| CHINESE CAMP | 1 | Chinese Camp EL |
| CHINO | 1 | Boys Republic HS |
| | 1 | Youth Training EL-HS |
| CHOWCHILLA | 1 | Fairmead EL |
| | 1 | Merle L. Fuller EL |
| | 1 | Stephens EL |
| | 1 | Wilson EL |
| CHULA VISTA | 1 | Chula Vista Center HS |
| | 1 | Harborside EL |
| | 1 | John J. Montgomery EL |
| CITY OF COMMERCE | 1 | Rosewood Park EL |
| CITY OF INDUSTRY | 1 | Torch JHS |
| | 1 | Valley Continuation HS |
| CLOVERDALE | 1 | Musalacon Continuation HS |
| CLOVIS | 1 | Clovis Continuation HS |
| COACHELLA | 1 | Coachella Valley HS |
| | 1 | Dateland JHS |
| | 1 | Palm View EL |
| | 1 | Peter Pendleton EL |
| | 1 | Valley View EL |
| COALINGA | 1 | Annie E. Cheney EL |
| | 1 | Henry F. Bishop EL |
| | 1 | Nell Dawson EL |
| | 1 | Sunset EL |
| COLTON | 1 | Alice Birney EL |
| | 1 | Colton JHS |
| | 1 | Colton HS |
| | 1 | Grant EL |
| | 1 | Lincoln EL |
| | 1 | Paul J. Rogers EL |
| | 1 | San Salvador EL |
| | 1 | Slover Mountain Continuation HS |
| | 1 | Washington EL |
| | 1 | Woodrow Wilson EL |
| COLUSA | 1 | Colusa EL |
| | 1 | Colusa JHS |
| | 1 | Colusa HS |
| COMPTCHE | 1 | Comptche EL |
| COMPTON | 1 | Abraham Lincoln EL |
| | 1 | Ardella B. Tibby EL |
| | 1 | Augusta A. Mayro EL |
| | 1 | Bunche JHS |
| | 1 | Caldwell Street EL |
| | 1 | Centennial HS |
| | 1 | Charles W. Bursch EL |
| | 1 | Clarence A. Dickeson EL |
| | 1 | Collin P. Kelly EL |
| | 1 | Compton HS |
| | 1 | Dominguez HS |
| | 1 | El Segundo EL |
| | 1 | Enterprise JHS |
| | 1 | Frances Willard EL |
| | 1 | General Benjamin A. Davis JHS |
| | 1 | General Rosecrans EL |
| | 1 | George Washington EL |
| | 1 | Henry Wadsworth Longfellow EL |
| | 1 | John F. Kennedy EL |
| | 1 | Laurel Street EL |
| | 1 | Marian Anderson EL |
| | 1 | Martin Luther King EL |
| | 1 | McKinley EL |
| | 1 | Our Lady of Victory EL |
| | 1 | Pioneer EL |
| | 1 | Ralph Waldo Emerson EL |
| | 1 | Robert F. Kennedy EL |
| | 1 | Roosevelt JHS |
| | 1 | Saint Albert the Great EL |
| | 1 | Stephen C. Foster EL |
| | 1 | Theodore Roosevelt EL |
| | 1 | Thomas Jefferson EL |
| | 1 | Tubman Continuation HS |
| | 1 | Walton JHS |
| | 1 | Whaley JHS |
| | 1 | Willowbrook JHS |
| CONCORD | 1 | George Miller, Jr. Memorial Center East |
| CORCORAN | 1 | Bret Harte EL |
| | 1 | Corcoran HS |
| | 1 | John C. Fremont EL |
| | 1 | John Muir JHS |
| | 1 | Kings Lake HS |
| | 1 | Mark Twain EL |
| | 1 | Westside EL |
| CORNING | 1 | Maywood School El |
| | 1 | Olive View EL |
| | 1 | Richfield Continuation HS |
| | 1 | West Street EL |

* Code 1 - Schools designated for both National Defense and National Direct Student Loan cancellation benefits
Code 2 - Schools designated for National Defense Student Loan cancellation benefits only
Code 3 - Schools designated for National Direct Student Loan cancellation benefits only

CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| CORONA | 1 | El Cerrito EL |
| | 1 | Garetson EL |
| | 1 | Home Gardens EL |
| | 1 | Jefferson EL |
| | 1 | John Stallings EL |
| | 1 | Lincoln EL |
| COVELO | 1 | Round Valley EL |
| | 1 | Round Valley HS |
| COVINA | 1 | Sacred Heart EL |
| CRESCENT CITY | 1 | Del Norte HS |
| | 1 | Northwest Continuation HS |
| CRESSEY | 1 | Cressey EL |
| CROWS LANDING | 1 | Bonita EL |
| CUDAHY | 1 | Elizabeth Street EL |
| | 1 | Park Avenue EL |
| CULVER CITY | 1 | Braddock Drive EL |
| | 1 | Playa Del Rey EL |
| | 1 | Saint Augustine EL |
| | 1 | Stoner Avenue EL |
| CUTLER | 1 | Cutler EL |
| DAGGETT | 1 | Daggett EL |
| DALY CITY | 1 | Colma EL |
| | 1 | Colma JHS |
| | 1 | Crocker EL |
| | 1 | George Washington EL |
| | 1 | John F. Kennedy EL |
| | 1 | Woodrow Wilson EL |
| DELANO | 1 | Albany Park EL |
| | 1 | Columbine EL |
| | 1 | Fremont EL |
| | 1 | Terrace EL |
| | 1 | Valle Vista EL |
| | 1 | Valley Continuation HS |
| DEL REY | 1 | Del Rey EL |
| DESCANSO | 1 | Descanso EL |
| DIAMOND VALLEY | 1 | Diamond Valley EL |
| DINUBA | 1 | Dinuba HS |
| | 1 | Jefferson EL |
| | 1 | Magnolia Continuation HS |
| | 1 | Wilson EL |
| DOBBINS | 1 | Dobbins EL |
| DOS PALOS | 1 | Bryant JHS |
| | 1 | Dos Palos EL |
| | 1 | Dos Palos HS |
| DOWNEY | 1 | Gualdin EL |
| | 1 | Los Padrinos Boys Juvenile Hall |
| | 1 | Los Padrinos Girls Juvenile Hall |
| | 1 | Pius X HS |
| DUARTE | 1 | Andres Duarte EL |
| | 1 | Maxwell EL |
| | 1 | Northview EL |
| | 1 | Royal Oaks EL |
| DUCOR | 1 | Ducor Union EL |
| DUNLAP | 1 | Dunlap EL |
| DUNNIGAN | 1 | Dunnigan EL |
| EARLIMART | 1 | Allensworth EL |
| | 1 | Earlimart EL |
| | 1 | Earlimart JHS |
| EAST PALO ALTO | 1 | Ravenswood HS |
| EL CAJON | 1 | Bostonia EL |
| | 1 | Crest EL |
| | 1 | El Cajon Center HS |
| | 1 | John Ballantyne EL |
| | 1 | Lexington EL |
| | 1 | Magnolia EL |
| EL CENTRO | 1 | Esther Huff Juvenile Hall EL-HS |
| | 1 | Harding EL |
| | 1 | Kennedy JHS |
| | 1 | Lincoln EL |
| | 1 | Meadows EL |
| | 1 | McKinley EL |
| EL CENTRO (continued) | 1 | Washington EL |
| | 1 | Westside EL |
| EL GRANADA | 1 | El Granada EL |
| ELK | 1 | Greenwood EL |
| EL MONTE | 1 | Charles T. Kranz JHS |
| | 1 | Cogswell EL |
| | 1 | El Monte HS |
| | 1 | Jenny Tucker Baker EL |
| | 1 | La Primaria EL |
| | 1 | Linda Vista EL |
| | 1 | MacLaren Hall EL-HS |
| | 1 | Maxon EL |
| | 1 | Miramonte EL |
| | 1 | Monte Vista EL |
| | 1 | Nativity EL |
| | 1 | Park View EL |
| | 1 | Potrero EL |
| | 1 | Shirpser EL |
| | 1 | Willard F. Payne EL |
| EL NIDO | 1 | El Nido EL |
| EL SEGUNDO | 1 | Saint Anthony EL |
| ELSINOR | 1 | Los Pinos HS |
| ELSINORE | 1 | Elsinor EL |
| | 1 | Elsinore HS |
| | 1 | Elsinore JHS |
| | 1 | Machado EL |
| EMERYVILLE | 1 | Anna Yates EL |
| | 1 | Emery JHS-HS |
| | 1 | Ralph Hawley EL |
| EMPIRE | 1 | Capistrano EL |
| | 1 | Empire EL |
| | 1 | Empire JHS |
| ESCALON | 1 | Dent EL |
| | 1 | El Portal Middle |
| ESCONDIDO | 1 | Central EL |
| | 1 | Escondido Center HS |
| ESPARTO | 1 | Esparto EL |
| | 1 | Esparto HS |
| EUREKA | 1 | Alice Birney EL |
| | 1 | Catherine L. Zane JHS |
| | 1 | Eureka Juvenile Hall HS |
| | 1 | Eureka HS |
| | 1 | Franklin EL |
| | 1 | George C. Jacobs JHS |
| | 1 | Grant EL |
| | 1 | Jefferson EL |
| | 1 | Lafayette EL |
| | 1 | Lincoln EL |
| | 1 | Marshall EL |
| | 1 | Washington EL |
| | 1 | Winship JHS |
| | 1 | Worthington EL |
| | 1 | Zoe Barnum HS |
| FAIRFIELD | 1 | Anna Kyle EL |
| | 1 | E. Ruth Sheldon EL |
| | 1 | Fairview EL |
| | 1 | Juvenile Hall EL-HS |
| | 1 | Sem Yeto Continuation HS |
| FALLBROOK | 1 | Vallecitos EL |
| FARMERSVILLE | 1 | George L. Snowden EL |
| | 1 | J. E. Hester EL |
| FEATHER FALLS | 1 | Feather Falls EL |
| FIREBAUGH | 1 | Arthur E. Mills EL |
| | 1 | Firebaugh JHS |
| | 1 | Las Deltas EL |
| | 1 | Oro Loma EL |
| | 1 | Parkside EL |
| FIVE POINTS | 1 | Martin P. Gunderson EL |
| FONTANA | 1 | Birch HS |
| | 1 | Juniper EL |
| FORTUNA | 1 | Fortuna EL |

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Code 3 - Schools designated for National Direct Student Loan cancellation benefits only

## CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| FOWLER | 1 | Casa Blanca Continuation HS |
| | 1 | Fowler HS |
| | 1 | Fremont EL |
| | 1 | Marshall EL |
| FREDRICKSBERG | 1 | Clay EL |
| FREEDOM | 1 | Freedom EL |
| FREMONT | 1 | F. M. Grimmer EL |
| | 1 | J. Haley Durham EL |
| | 1 | Vallejo Mill EL |
| FRENCH CAMP | 1 | French Camp EL |
| FRESNO | 1 | Addams EL |
| | 1 | Addams JHS |
| | 1 | American EL |
| | 1 | Aynsworth EL |
| | 1 | Bethune EL |
| | 1 | Birney EL |
| | 1 | Biola-Pershing EL |
| | 1 | Burroughs EL |
| | 1 | Calwa EL |
| | 1 | Carver EL |
| | 1 | Central HS |
| | 1 | Columbia EL |
| | 1 | Edison HS |
| | 1 | Emerson EL |
| | 1 | Franklin EL |
| | 1 | Fresno Colony EL |
| | 1 | Herndon EL |
| | 1 | Houghton-Kearney EL |
| | 1 | Irwin JHS |
| | 1 | Ivy EL |
| | 1 | James E. Konkel EL |
| | 1 | Jefferson EL |
| | 1 | Juvenile Hall |
| | 1 | King EL |
| | 1 | Kirk EL |
| | 1 | Lafayette EL |
| | 1 | Lane EL |
| | 1 | Lincoln EL |
| | 1 | Lowell EL |
| | 1 | Madison EL |
| | 1 | Malaga EL |
| | 1 | Mayfair EL |
| | 1 | McKinley EL |
| | 1 | Monroe EL |
| | 1 | Muir EL |
| | 1 | Orange Center EL |
| | 1 | Pacific Union EL |
| | 1 | Pershing Continuation HS |
| | 1 | Roosevelt EL |
| | 1 | Roosevelt HS |
| | 1 | Rowell EL |
| | 1 | Sequoia JHS |
| | 1 | Sunset EL |
| | 1 | Sunset EL, Madison |
| | 1 | Teague EL |
| | 1 | Tehipite JHS |
| | 1 | Teilman EL |
| | 1 | Washington HS |
| | 1 | Washington Union Continuation HS |
| | 1 | Washington Colony EL |
| | 1 | Webster EL |
| | 1 | Western EL |
| | 1 | West Park EL |
| | 1 | Winchell EL |
| | 1 | Yosemite JHS |
| FRIANT | 1 | Friant EL |
| GARDENA | 1 | Ambler Avenue EL |
| | 1 | One Hundred Thirty-Fifth Street EL |
| | 1 | Saint Anthony of Padua EL |
| GARDEN GROVE | 1 | Louis Lake Continuation HS |
| GASQUET | 1 | Bar-O Boys Ranch EL-HS |
| GEYSERVILLE | 1 | Geyserville EL |
| | 1 | Geyserville Educational Park EL-JHS-HS |
| GILROY | 1 | Brownell JHS |
| | 1 | Eliot EL |
| | 1 | El Roble EL |
| | 1 | Gilroy HS |
| | 1 | Glen View EL |
| | 1 | Las Animas EL |
| | 1 | Mount Madonna Continuation HS |
| | 1 | Rucker EL |
| | 1 | San Ysidro EL |
| GLENDORA | 1 | Whitcomb Continuation HS |
| | 1 | Willow EL |
| GOLETA | 1 | Goleta EL |
| | 1 | Vista Del Mar EL |
| GONZALES | 1 | Fairview EL |
| | 1 | La Gloria EL |
| GOSHEN | 1 | Goshen EL |
| GRIDLEY | 1 | Esperanza Continuation HS |
| | 1 | Gridley HS |
| | 1 | McKinley EL |
| | 1 | Sycamore EL |
| | 1 | Wilson EL |
| GROVER CITY | 1 | Grover City EL |
| | 1 | Grover Heights EL |
| GUADALUPE | 1 | Guadalupe EL |
| | 1 | Main Street EL |
| GUERNEVILLE | 1 | Guerneville EL |
| GUSTINE | 1 | Gustine EL |
| HALF MOON BAY | 1 | Alvin S. Hatch EL |
| | 1 | Half Moon Bay HS |
| | 1 | Manual F. Cunha JHS |
| HAMILTON CITY | 1 | Community Continuation HS |
| | 1 | Hamilton EL |
| | 1 | Hamilton Union HS |
| HANFORD | 1 | Earl Johnson HS |
| | 1 | Gardenside EL |
| | 1 | Hanford East Campus HS |
| | 1 | Hanford West Campus HS |
| | 1 | Jefferson EL |
| | 1 | Kings County Juvenile Center |
| | 1 | Lakeside EL |
| | 1 | Lee Richmond EL |
| | 1 | Lincoln EL |
| | 1 | Thomas McCarthy Memorial EL |
| | 1 | Washington EL |
| HARBOR CITY | 1 | Harbor City EL |
| | 1 | Normont EL |
| HAWAIIAN GARDENS | 1 | Bloomfield EL |
| | 1 | M. T. Killingsworth JHS |
| | 1 | Venn W. Furgeson EL |
| HAYWARD | 1 | Burbank EL |
| | 1 | El Rancho Verde EL |
| | 1 | Hillcrest EL |
| | 1 | Mohrland Continuation HS |
| | 1 | Shepherd EL |
| HEALDSBURG | 1 | Mountain View Continuation HS |
| HEBER | 1 | Heber EL |
| HELM | 1 | Helm EL |
| HENDERSON | 1 | Henderson EL |
| HEMET | 1 | Cottonwood EL |
| | 1 | Hemet EL |
| HICKMAN | 1 | Hickman EL |
| HILMAR | 1 | Elim EL |
| | 1 | Hilmar JHS-HS |
| HOLLISTER | 1 | Ausaymas EL |
| | 1 | Career Opportunities Schools |
| | 1 | Pacheco EL |
| HOLLYWOOD | 1 | Saint Ambrose EL |
| | 1 | Selma Avenue EL |
| HOLT | 1 | Rindge EL |

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CALIFORNIA

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For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| HOLTVILLE | 1 | Sam Webb Continuation HS |
| HOOPA | 1 | Hoopa Valley EL |
| | 1 | Jack Norton EL |
| HORNBROOK | 1 | Fall Creek EL |
| HUGHSON | 1 | Billy Joe Dickens Continuation HS |
| | 1 | Emille J. Ross JHS |
| | 1 | Hughson EL |
| | 1 | Lebright EL |
| HUNTINGTON BEACH | 1 | Oak View EL |
| HUNTINGTON PARK | 1 | Gage JHS |
| | 1 | Middleton Street EL |
| | 1 | Miles Avenue EL |
| | 1 | Nimitz JHS |
| | 1 | Saint Mathias EL |
| | 1 | Saint Mathias Catholic HS |
| HURON | 1 | Huron EL |
| HYDESVILLE | 1 | Hydesville EL |
| IGO | 1 | Igo-Ono EL |
| IMPERIAL | 1 | Ben Hulse EL |
| | 1 | Frank M. Wright JHS |
| IMPERIAL BEACH | 1 | Bayside EL |
| | 1 | Central EL |
| | 1 | Nestor EL |
| | 1 | Sunnyslope EL |
| INDIO | 1 | Dwight Eisenhower EL |
| | 1 | Herbert Hoover EL |
| | 1 | Martin Van Buren EL |
| | 1 | Our Lady of Perpetual Help EL |
| | 1 | Theodore Roosevelt EL |
| | 1 | Woodrow Wilson JHS |
| INGLEWOOD | 1 | Bennett EL |
| | 1 | Buford EL |
| | 1 | Center Park EL |
| | 1 | Century Park EL |
| | 1 | Kew EL |
| | 1 | Larch EL |
| | 1 | Monroe JHS |
| | 1 | Whelan EL |
| | 1 | Woodworth EL |
| IONE | 1 | Preston School of Industry EL-HS |
| JACUMBA | 1 | Jacumba EL |
| JAMESTOWN | 1 | Jamestown EL |
| JOHANNESBURG | 1 | Rand EL |
| JOHNSONDALE | 1 | Johnsondale EL |
| | 1 | Johnsondale HS |
| JULIAN | 1 | Julian EL |
| | 1 | Julian HS |
| KERMAN | 1 | Buena Vista HS |
| | 1 | Kerman HS |
| | 1 | Sun-Empire EL |
| KERNVILLE | 1 | Camp Erwin Owen HS |
| KETTLEMAN CITY | 1 | Kettleman City EL |
| KEYES | 1 | Keyes EL |
| KINGSBURG | 1 | Kings River EL |
| KNIGHTS FERRY | 1 | Knights Ferry EL |
| KORBEL | 1 | Maple Creek EL |
| LA HABRA | 1 | El Cerrito EL |
| | 1 | Valencia Street EL |
| | 1 | Walnut Street EL |
| LA HONDA | 1 | Glenwood Boys Ranch |
| LAKE VIEW TERRACE | 1 | Fenton Avenue EL |
| LAMONT | 1 | Alicante Avenue EL |
| | 1 | Lamont EL |
| | 1 | Mountain View JHS |
| | 1 | Myrtle Avenue EL |
| | 1 | Sunset EL |
| | 1 | Vineland EL |
| LANCASTER | 1 | Sacred Heart EL |
| LA PUENTE | 1 | Bassett EL |
| | 1 | Bassett HS |
| | 1 | Bishop Amat Memorial HS |
| | 1 | Don Julian EL |
| LA PUENTE (continued) | 1 | Edgewood JHS |
| | 1 | Ethel D. Keenan EL |
| | 1 | Florence E. Flanner EL |
| | 1 | Hurley EL |
| | 1 | J. E. Van Wig EL |
| | 1 | La Seda EL |
| | 1 | Nogales HS |
| | 1 | Northam EL |
| | 1 | Rorimer EL |
| | 1 | Saint Joseph EL |
| | 1 | Saint Louis of France EL |
| | 1 | Santana Continuation HS |
| | 1 | Sunkist EL |
| | 1 | Thomas M. Erwin EL |
| | 1 | Villacorta EL |
| | 1 | Yorbita EL |
| LATHROP | 1 | Lathrop EL |
| LATON | 1 | Laton Continuation HS |
| | 1 | Laton EL |
| | 1 | Laton HS |
| LA VERNE | 1 | Afflerbaugh-Paige JHS-HS |
| LAWNDALE | 1 | Lucille J. Smith EL |
| LE GRAND | 1 | Le Grand EL |
| | 1 | Le Grand HS |
| LEMON GROVE | 1 | Golden Avenue EL |
| LEMOORE | 1 | Central EL |
| | 1 | Island EL |
| LINDSAY | 1 | Grove Continuation HS |
| | 1 | Jefferson EL |
| | 1 | Lindsay JHS |
| | 1 | Lindsay HS |
| | 1 | Washington EL |
| LITTLEROCK | 1 | Almondale EL |
| | 1 | Alpine EL |
| | 1 | Antelope EL |
| LIVERMORE | 1 | Del Valle Continuation HS |
| LIVINGSTON | 1 | Campus Park EL |
| | 1 | Livingston JHS |
| | 1 | Selma Herndon EL |
| LODI | 1 | Children's Center EL |
| | 1 | Garfield EL |
| | 1 | Lafayette Head Start EL |
| | 1 | Lawrence EL |
| | 1 | Lincoln EL |
| | 1 | Lodi North Campus Continuation HS |
| | 1 | Needham EL |
| LOMITA | 1 | Eshelman Avenue EL |
| LOMPOC | 1 | El Camino EL |
| LONG BEACH | 1 | Addams EL |
| | 1 | Barton EL |
| | 1 | Burbank EL |
| | 1 | Burnett EL |
| | 1 | Edison EL |
| | 1 | Franklin JHS |
| | 1 | Holy Innocents EL |
| | 1 | Lee EL |
| | 1 | Lincoln EL |
| | 1 | Our Lady of Refuge EL |
| | 1 | Polytechnic HS |
| | 1 | Reid Continuation HS |
| | 1 | Roosevelt EL |
| | 1 | Saint Anthanasius EL |
| | 1 | Saint Anthony EL |
| | 1 | Saint Anthony HS |
| | 1 | Saint Joseph EL |
| | 1 | Saint Maria Goretti EL |
| | 1 | Signal Hill EL |
| | 1 | Stevenson EL |
| | 1 | Washington JHS |
| | 1 | Webster EL |
| | 1 | Whittier EL |
| LOS ALAMOS | 1 | Los Alamos EL |

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| Location | Code * | School Name |
|---|---|---|
| LOS ANGELES | 1 | Abraham Lincoln EL |
| | 1 | Adams JHS |
| | 1 | Albion Street EL |
| | 1 | Aldama EL |
| | 1 | Alexandria Avenue EL |
| | 1 | Allesandro EL |
| | 1 | All Saints EL |
| | 1 | Alta Loma EL |
| | 1 | Angeles Mesa EL |
| | 1 | Annadale EL |
| | 1 | Ann Street EL |
| | 1 | Aragon Avenue EL |
| | 1 | Area D Alternative EL-HS |
| | 1 | Area E Alternative EL-HS |
| | 1 | Area H Alternative EL-HS |
| | 1 | Arlington Heights EL |
| | 1 | Ascension EL |
| | 1 | Ascot Avenue EL |
| | 1 | Assumption EL |
| | 1 | Audubon JHS |
| | 1 | Avalon Gardens EL |
| | 1 | Baldwin Hills EL |
| | 1 | Bellmont Continuation HS |
| | 1 | Bellmont HS |
| | 1 | Belvedere EL |
| | 1 | Belvedere JHS |
| | 1 | Berendo JHS |
| | 1 | Bethune JHS |
| | 1 | Betsy Ross EL |
| | 1 | Bishop Conaty Memorial HS |
| | 1 | Bishop Mora Salesian HS |
| | 1 | Breed Street EL |
| | 1 | Bridge Street EL |
| | 1 | Brooklyn Avenue EL |
| | 1 | Buchanan Street EL |
| | 1 | Budlong Avenue EL |
| | 1 | Burbank JHS |
| | 1 | Bushnell Way EL |
| | 1 | Canfield Crescent Heights Alternative EL |
| | 1 | Cathedral HS |
| | 1 | Carver JHS |
| | 1 | Castelar Street EL |
| | 1 | Christ The King EL |
| | 1 | Cienga EL |
| | 1 | Cimarron Avenue EL |
| | 1 | City Terrace EL |
| | 1 | Clifford Street EL |
| | 1 | Commonwealth Avenue EL |
| | 1 | Compton Avenue EL |
| | 1 | Cortez Street EL |
| | 1 | Dacotah Street EL |
| | 1 | Dayton Heights EL |
| | 1 | Divine Saviour EL |
| | 1 | Dorris Place EL |
| | 1 | Drew JHS |
| | 1 | Dublin Avenue EL |
| | 1 | Eastman Avenue EL |
| | 1 | Eastmont EL |
| | 1 | Edison JHS |
| | 1 | El Sereno EL |
| | 1 | El Sereno JHS |
| | 1 | Elysian Heights EL |
| | 1 | Euclid Avenue EL |
| | 1 | Evergreen Avenue EL |
| | 1 | Farmdale EL |
| | 1 | Fifty-Fourth Street EL |
| | 1 | Fifty-Ninth Street EL |
| | 1 | Fifty-Second Street EL |
| | 1 | Fugueroa Street EL |
| | 1 | First Street EL |
| | 1 | Fletcher Drive EL |
| | 1 | Florence Avenue EL |
| LOS ANGELES (continued) | 1 | Ford Boulevard EL |
| | 1 | Forty-Ninth Street EL |
| | 1 | Forty-Second Street EL |
| | 1 | Foshay JHS |
| | 1 | Fourth Street EL |
| | 1 | Fremont Continuation HS |
| | 1 | Fremont HS |
| | 1 | Garfield Continuation HS |
| | 1 | Garfield HS |
| | 1 | Garvanza EL |
| | 1 | Gates Street EL |
| | 1 | George Washington Carver EL |
| | 1 | Glassell Park EL |
| | 1 | Glen Alta EL |
| | 1 | Gompers JHS |
| | 1 | Graham EL |
| | 1 | Grand View Boulevard EL |
| | 1 | Grant EL |
| | 1 | Grape Street EL |
| | 1 | Griffin Avenue EL |
| | 1 | Griffith JHS |
| | 1 | Hammel Street EL |
| | 1 | Harrison Street EL |
| | 1 | Harte JHS |
| | 1 | Hillcrest Drive EL |
| | 1 | Hillside EL |
| | 1 | Hobart Boulevard EL |
| | 1 | Hollenbeck JHS |
| | 1 | Holmes Avenue EL |
| | 1 | Holy Cross Middle JHS |
| | 1 | Holy Name of Jesus EL |
| | 1 | Holy Spirit EL |
| | 1 | Holy Trinity EL |
| | 1 | Hooper Avenue EL |
| | 1 | Hoover Street EL |
| | 1 | Humphreys Avenue EL |
| | 1 | Huntington Drive EL |
| | 1 | Hyde Park EL |
| | 1 | Immaculate Conception EL |
| | 1 | Irving JHS |
| | 1 | Jackson JHS-HS |
| | 1 | Jefferson HS |
| | 1 | Jordan HS |
| | 1 | Juvenile Hall--Boys EL-HS |
| | 1 | Juvenile Hall--Girls EL-HS |
| | 1 | La Salle Avenue EL |
| | 1 | Las Palmas School for Girls JHS-HS |
| | 1 | Latona Avenue EL |
| | 1 | Lillian Street EL |
| | 1 | Lincoln Continuation HS |
| | 1 | Lincoln HS |
| | 1 | Little Flower of Jesus EL |
| | 1 | Locke Continuation HS |
| | 1 | Locke HS |
| | 1 | Lockwood Avenue EL |
| | 1 | Logan Street EL |
| | 1 | Lorena Street EL |
| | 1 | Loreto Street EL |
| | 1 | Magnolia Avenue EL |
| | 1 | Main Street EL |
| | 1 | Malabar Street EL |
| | 1 | Manchester Avenue EL |
| | 1 | Manhattan Place EL |
| | 1 | Mann JHS |
| | 1 | Manual Arts HS |
| | 1 | Marianna Avenue EL |
| | 1 | Marina Del Rey JHS |
| | 1 | Mark Twain EL |
| | 1 | Mark Twain JHS |
| | 1 | Markham JHS |
| | 1 | Marvin EL |
| | 1 | Mayberry Street EL |

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| Location | Code * | School Name |
|---|---|---|
| LOS ANGELES (continued) | 1 | McKinley Avenue EL |
| | 1 | Menlo Avenue EL |
| | 1 | Metropolitan HS |
| | 1 | Micheltorena Street EL |
| | 1 | Miller EL |
| | 1 | Miramonte EL |
| | 1 | Montebello Park EL |
| | 1 | Monte Vista EL |
| | 1 | Mother of Sorrows EL |
| | 1 | Mount Carmel HS |
| | 1 | Mount Vernon JHS |
| | 1 | Muir JHS |
| | 1 | Multnomah Street EL |
| | 1 | Murchison Street EL |
| | 1 | Nativity EL |
| | 1 | Nevin Avenue EL |
| | 1 | Nightingale JHS |
| | 1 | Ninety-Fifth Street EL |
| | 1 | Ninety-Ninth Street EL |
| | 1 | Ninety-Second Street EL |
| | 1 | Ninety-Seventh Street EL |
| | 1 | Ninety-Sixth Street EL |
| | 1 | Ninety-Third Street EL |
| | 1 | Normandie Avenue EL |
| | 1 | Norwood Street EL |
| | 1 | One Hundred Eighteenth Street EL |
| | 1 | One Hundred Eleventh Street EL |
| | 1 | One Hundred Ninth Street EL |
| | 1 | One Hundred Second Street EL |
| | 1 | One Hundred Seventh Street EL |
| | 1 | One Hundred Sixteenth Street EL |
| | 1 | One Hundred Twelfth Street EL |
| | 1 | One Hundred Twenty-Second Street EL |
| | 1 | Our Lady Help of Christians EL |
| | 1 | Our Lady of Guadalupe (Hazard) EL |
| | 1 | Our Lady of Guadalupe (Rosehill) EL |
| | 1 | Our Lady of Loretto EL |
| | 1 | Our Lady of Loretto HS |
| | 1 | Our Lady of Lourdes EL |
| | 1 | Our Lady Queen of the Angels Middle |
| | 1 | Our Lady of the Rosary of Talpa EL |
| | 1 | Our Lady of Soledad EL |
| | 1 | Our Mother of the Good Counsel EL |
| | 1 | Palms EL |
| | 1 | Parmelee Avenue EL |
| | 1 | Pasteur JHS |
| | 1 | Pater Noster HS |
| | 1 | Precious Blood EL |
| | 1 | Queen Anne Place EL |
| | 1 | Ramona EL |
| | 1 | Raymond Avenue EL |
| | 1 | Resurrection EL |
| | 1 | Riggin EL |
| | 1 | Ritter EL |
| | 1 | Robert F. Kennedy EL |
| | 1 | Roosevelt HS |
| | 1 | Rosemont Avenue EL |
| | 1 | Rowan Avenue EL |
| | 1 | Russell EL |
| | 1 | Sacred Heart EL |
| | 1 | Sacred Heart HS |
| | 1 | Saint Agatha EL |
| | 1 | Saint Agnes EL |
| | 1 | Saint Aloysius EL |
| | 1 | Saint Alphonsus EL |
| | 1 | Saint Anastasia EL |
| | 1 | Saint Anselm EL |
| | 1 | Saint Bernadette EL |
| | 1 | Saint Bernard EL |
| | 1 | Saint Brigid EL |
| | 1 | Saint Cecilia EL |
| | 1 | Saint Columbkille EL |
| LOS ANGELES (continued) | 1 | Saint Eugene EL |
| | 1 | Saint Frances of Assisi EL |
| | 1 | Saint Frances X. Cabrini EL |
| | 1 | Saint Ignatius EL |
| | 1 | Saint John the Evangelist EL |
| | 1 | Saint Lawrence of Brindinsi EL |
| | 1 | Saint Malachy EL |
| | 1 | Saint Mary EL |
| | 1 | Saint Mary Magdalen EL |
| | 1 | Saint Michael EL |
| | 1 | Saint Michael HS |
| | 1 | Saint Odilia EL |
| | 1 | Saint Paul EL |
| | 1 | Saint Raphael EL |
| | 1 | Saint Sebastian EL |
| | 1 | Saint Teresa of Avilia EL |
| | 1 | Saint Thomas EL |
| | 1 | Saint Turibius EL |
| | 1 | Saint Verbrum Del HS |
| | 1 | Saint Vincent EL |
| | 1 | Salesian HS (aka Bishop Mora Salesian HS) |
| | 1 | San Antonio De Padua EL |
| | 1 | San Miguel EL |
| | 1 | San Pedro Street EL |
| | 1 | Santa Barbara EL |
| | 1 | Santa Isabel EL |
| | 1 | Santa Monica Boulevard EL |
| | 1 | Santa Terresita EL |
| | 1 | Saturn Street EL |
| | 1 | Second Street EL |
| | 1 | Seventy-Fifth Street EL |
| | 1 | Seventy-Fourth Street EL |
| | 1 | Shenandoah Street EL |
| | 1 | Sheridan Street EL |
| | 1 | Sierra Park EL |
| | 1 | Sierra Vista EL |
| | 1 | Sixth Avenue EL |
| | 1 | Sixty-Eighth Street EL |
| | 1 | Sixty-First Street EL |
| | 1 | Sixty-Sixth Street EL |
| | 1 | Solano Avenue EL |
| | 1 | Soto Street EL |
| | 1 | South Park EL |
| | 1 | Stevenson JHS |
| | 1 | Tenth Street EL |
| | 1 | Thirty-Second Street EL |
| | 1 | Thirty-Seventh Street EL |
| | 1 | Thirty-Sixth Street EL |
| | 1 | Transfiguration EL |
| | 1 | Trinity Street EL |
| | 1 | Twentieth Street EL |
| | 1 | Twenty-Eighth Street EL |
| | 1 | Twenty-Fourth Street EL |
| | 1 | Union Avenue EL |
| | 1 | Utah Street EL |
| | 1 | Valley Alternative EL-HS |
| | 1 | Vanguard JHS |
| | 1 | Vermont Avenue EL |
| | 1 | Vine Street EL |
| | 1 | Virgil JHS |
| | 1 | Virginia Road EL |
| | 1 | Wadsworth Avenue EL |
| | 1 | Washington Continuation HS |
| | 1 | Washington HS |
| | 1 | Weigand Avenue EL |
| | 1 | West Athens EL |
| | 1 | West Vernon Avenue EL |
| | 1 | Western Avenue EL |
| | 1 | Wilshire Crest EL |
| | 1 | Wilson HS |

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|---|---|---|
| LOS ANGELES (continued) | 1 | Wilton Place EL |
| | 1 | Winter Gardens EL |
| | 1 | Woodcrest EL |
| | 1 | Yorkdale EL |
| LOS BANOS | 1 | Los Banos El |
| | 1 | R. M. Miano EL |
| LOS NIETOS | 1 | Los Nietos JHS |
| LOST HILLS | 1 | Lost Hills EL |
| LUCERNE | 1 | Lucerne EL |
| LYNWOOD | 1 | Abbot EL |
| | 1 | Lugo EL |
| | 1 | Vista Continuation HS |
| MADERA | 1 | George Washington EL |
| | 1 | James Monroe EL |
| | 1 | Madera HS |
| | 1 | Millview EL |
| | 1 | Sierra Vista EL |
| | 1 | Sugar Pine Continuation HS |
| | 1 | Thomas Jefferson JHS |
| MALIBU | 1 | Fred Miller HS |
| | 1 | Vernon Kilpatrick HS |
| MANCHESTER | 1 | Manchester EL |
| MANTECA | 1 | Calla HS |
| | 1 | East Union HS |
| MARICOPA | 1 | Maricopa EL |
| MARIPOSA | 1 | Mt. Bullion Conservation Camp EL-HS |
| MARTINEZ | 1 | Edgar Children's Shelter EL-HS |
| | 1 | Girls Center |
| | 1 | Juvenile Hall |
| | 1 | Juvenile Replacement Center |
| | 1 | Martinez EL |
| | 1 | Saint Catherine of Siena EL |
| MARYSVILLE | 1 | Alicia JHS |
| | 1 | Arboga EL |
| | 1 | Brophy EL |
| | 1 | Cedar Lane EL |
| | 1 | Cordua EL |
| | 1 | Harry Carden Juvenile Hall EL-HS |
| | 1 | Linda EL |
| | 1 | Mary Covillaud EL |
| | 1 | Marysville HS |
| | 1 | W. T. Ellis Continuation HS |
| MAYWOOD | 1 | Fishburn Avenue EL |
| | 1 | Heliotrope Avenue EL |
| | 1 | Loma Vista EL |
| MECCA | 1 | Mecca EL |
| MENDOCINO | 1 | Mendocino EL |
| | 1 | Mendocino JHS-HS |
| MENDOTA | 1 | McCabe EL |
| | 1 | McCabe Senior Elementary JHS |
| | 1 | Washington EL |
| MENLO PARK | 1 | Belle Haven EL |
| | 1 | Menlo Oaks JHS |
| | 1 | O'Connor EL |
| | 1 | Willow EL |
| MERCED | 1 | Ada Givens EL |
| | 1 | Franklin EL |
| | 1 | Herbert Hoover JHS |
| | 1 | John Fremont EL |
| | 1 | John Muir EL |
| | 1 | Luther Burbank EL |
| | 1 | Margaret Sheehy EL |
| | 1 | Plainsburg EL |
| | 1 | Preschool |
| | 1 | Rudolph Rivera JHS |
| | 1 | Tenaya JHS |
| | 1 | Weaver EL |
| MIRA LOMA | 1 | Troth Street EL |
| MODESTO | 1 | Bret Harte EL |
| | 1 | Franklin EL |
| | 1 | Josephine Chrysler EL |
| MODESTO (continued) | 1 | Orville Wright EL |
| | 1 | Robertson Road EL |
| | 1 | Shakelford EL |
| | 1 | Washington EL |
| | 1 | Westport EL |
| MONROVIA | 1 | Canyon Center EL |
| | 1 | Canyon Continuation HS |
| | 1 | Monroe EL |
| MONTEBELLO | 1 | Cantwell Boys HS |
| | 1 | Eastmont JHS |
| | 1 | Fremont EL |
| | 1 | George Miller Schurr HS |
| | 1 | La Merced JHS |
| | 1 | Montebello HS |
| | 1 | Montebello JHS |
| | 1 | Sacred Heart of Mary HS |
| | 1 | Saint Benedict EL |
| | 1 | Vail Continuation HS |
| | 1 | Washington EL |
| MONTARA | 1 | Farallone View EL |
| MONTEREY | 1 | San Carlos EL |
| MONTE RIO | 1 | Monte Rio EL |
| MONTGOMERY CREEK | 1 | Montgomery Creek EL |
| MOORPARK | 1 | Flory EL |
| | 1 | Poindexter EL |
| MORGAN HILL | 1 | Boy's Ranch School |
| | 1 | Central Continuation HS |
| | 1 | Live Oaks HS |
| | 1 | Morgan Hill EL |
| | 1 | Nordstrom EL |
| | 1 | P. A. Walsh EL |
| | 1 | William F. James Boy's Ranch School I |
| | 1 | William F. James Boy's Ranch II |
| MOUNTAIN VIEW | 1 | Powell EL |
| NAPA | 1 | Capell EL |
| | 1 | Juvenile Hall EL-HS |
| | 1 | Lincoln EL |
| | 1 | Napa Continuation HS |
| NATIONAL CITY | 1 | Central EL |
| | 1 | El Toyon EL |
| | 1 | Ira Harbison EL |
| | 1 | John A. Otis EL |
| | 1 | Kimball EL |
| | 1 | Las Palmas EL |
| | 1 | Lincoln Acres EL |
| | 1 | National City JHS |
| | 1 | Olivewood EL |
| | 1 | Palmer Way EL |
| NEEDLES | 1 | Grace Henderson EL |
| NEVADA CITY | 1 | Washington Ridge Conservation Camp EL-HS |
| NEWARK | 1 | August Schilling EL |
| | 1 | F. A. Muller EL |
| NEWBERRY SPRINGS | 1 | Newberry EL |
| NEWMAN | 1 | Newman-Crows Landing Continuation HS |
| | 1 | Orestimba HS |
| | 1 | Von Renner EL |
| | 1 | Yolo JHS |
| NILAND | 1 | Niland EL |
| NORTH HIGHLANDS | 1 | Center Joint EL |
| | 1 | Cyril Spinelli EL |
| | 1 | Oakdale EL |
| NORTH HOLLYWOOD | 1 | Camellia Avenue EL |
| | 1 | Coldwater Canyon Avenue EL |
| | 1 | Fair Avenue EL |
| | 1 | Lankershim EL |
| | 1 | Oxnard Street EL |
| | 1 | Victory Boulevard EL |
| NORTHRIDGE | 1 | Napa Street EL |
| NORWALK | 1 | Southern Reception Center EL-HS |
| OAKDALE | 1 | Cloverland EL |

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CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| OAKLAND | 1 | Allendale EL |
| | 1 | Bella Vista EL |
| | 1 | Brookfield Village EL |
| | 1 | Burbank EL |
| | 1 | Castlemont HS |
| | 1 | Claremont JHS |
| | 1 | Clawson EL |
| | 1 | Cole EL |
| | 1 | Dag Hammarskjold EL |
| | 1 | Dewey Continuation HS |
| | 1 | Durant EL |
| | 1 | Edison EL |
| | 1 | Elmhurst JHS |
| | 1 | Emerson EL |
| | 1 | E. Morris Cox EL |
| | 1 | Franklin EL |
| | 1 | Fremont HS |
| | 1 | Frick JHS |
| | 1 | Fruitvale EL |
| | 1 | Garfield EL |
| | 1 | Golden Gate EL |
| | 1 | Grant Continuation HS |
| | 1 | Hamilton JHS |
| | 1 | Havenscourt JHS |
| | 1 | Hawthorne EL |
| | 1 | Highland EL |
| | 1 | Hoover JHS |
| | 1 | Horace Mann EL |
| | 1 | Jefferson EL |
| | 1 | John Marshall EL |
| | 1 | Lafayette EL |
| | 1 | Lazear EL |
| | 1 | Lockwood EL |
| | 1 | Longfellow EL |
| | 1 | Lowell JHS |
| | 1 | Madison JHS |
| | 1 | Manzanita EL |
| | 1 | Markham EL |
| | 1 | Martin Luther King EL |
| | 1 | McClymonds HS |
| | 1 | Melrose EL |
| | 1 | Oakland Technical HS |
| | 1 | Parker EL |
| | 1 | Peralta EL |
| | 1 | Prescott EL |
| | 1 | Ralph J. Bunche EL |
| | 1 | Roosevelt JHS |
| | 1 | Sacred Heart EL |
| | 1 | Saint Anthony EL |
| | 1 | Saint Augustine EL |
| | 1 | Saint Benedict EL |
| | 1 | Saint Bernard EL |
| | 1 | Saint Columba EL |
| | 1 | Saint Cyril EL |
| | 1 | Saint Elizabeth EL |
| | 1 | Saint Francis de Sales EL |
| | 1 | Saint Joseph EL |
| | 1 | Saint Louis Bertrand EL |
| | 1 | Saint Mary EL |
| | 1 | Saint Patrick EL |
| | 1 | Santa Fe EL |
| | 1 | Sobrante Park EL |
| | 1 | Stonehurst EL |
| | 1 | Washington EL |
| | 1 | Webster EL |
| | 1 | Whittier EL |
| | 1 | Willow Manor EL |
| | 1 | Woodland EL |
| | 1 | Woodrow Wilson JHS |
| OAK RUN | 1 | Oak Run EL |
| OCEANO | 1 | Oceano EL |
| OCEANSIDE | 1 | Ditmar EL |
| | 1 | Laurel EL |
| | 1 | Mission EL |
| OILDALE | 1 | Standard EL |
| OLIVEHURST | 1 | Ella EL |
| | 1 | Olivehurst EL |
| | 1 | Yuba Gardens JHS |
| ONTARIO | 1 | Bon View EL |
| | 1 | Euclid EL |
| | 1 | Mariposa EL |
| | 1 | Mission EL |
| | 1 | Ontario HS |
| ORANGE | 1 | Otto A. Fischer and Sitton EL-HS |
| ORANGE COVE | 1 | L. W. McCord EL |
| | 1 | Sheridan EL |
| ORLAND | 1 | Plaza EL |
| ORO GRANDE | 1 | Oro Grande EL |
| OROSI | 1 | El Monte EL |
| | 1 | Lovell Continuation HS |
| | 1 | Orosi HS |
| | 1 | Palm EL |
| OROVILLE | 1 | Bird Street EL |
| | 1 | Burbank EL |
| | 1 | Central EL |
| | 1 | Concow EL |
| | 1 | Eastside EL |
| | 1 | Helen M. Wilcox EL |
| | 1 | Honcut EL |
| | 1 | Las Plumas HS |
| | 1 | Nelson Avenue EL |
| | 1 | Oakdale Heights EL |
| | 1 | Oroville HS |
| | 1 | Palermo EL |
| | 1 | Poplar Avenue EL |
| | 1 | Prospect Continuation HS |
| | 1 | Sierra Avenue EL |
| | 1 | Spring Valley EL |
| | 1 | Table Mountain Juvenile Hall School |
| OXNARD | 1 | Art Haycox EL |
| | 1 | Brittel EL |
| | 1 | Curren EL |
| | 1 | Driffill EL |
| | 1 | Elm Street EL |
| | 1 | El Rio EL |
| | 1 | Harrington EL |
| | 1 | Haydock EL |
| | 1 | John C. Fremont EL |
| | 1 | Juanita EL |
| | 1 | Kamala EL |
| | 1 | Marina West El |
| | 1 | Mar Vista EL |
| | 1 | McKinna EL |
| | 1 | Ocean View Children's Center EL |
| | 1 | Our Lady of Guadalupe EL |
| | 1 | Ramona EL |
| | 1 | Rio Del Valle EL |
| | 1 | Rio Real EL |
| | 1 | Rose Avenue EL |
| | 1 | Santa Clara EL |
| | 1 | Santa Clara HS |
| | 1 | Sierra Linda EL |
| PACIFICA | 1 | Westview EL |
| PACIFIC GROVE | 1 | Robert Down EL |
| PACOIMA | 1 | Filmore Street EL |
| | 1 | Guardian Angel EL |
| | 1 | Haddon Avenue EL |
| | 1 | Maclay JHS |
| | 1 | Mary Immaculate EL |
| | 1 | Montague Street EL |
| | 1 | Pacoima EL |
| | 1 | Pacoima JHS |

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## CALIFORNIA

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For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| PACOIMA (continued) | 1 | Sharp Avenue EL |
| | 1 | Telfair Avenue EL |
| PALA | 1 | Mission San Antonio de Pala Indian EL |
| PALMDALE | 1 | Hughes-Elizabeth Lakes EL |
| PALO ALTO | 1 | Brentwood EL |
| | 1 | Costano EL |
| | 1 | Garden Oaks JHS |
| | 1 | Green Oaks JHS |
| | 1 | Kavanaugh EL |
| | 1 | Runnymede EL |
| | 1 | Saint Albert the Great EL |
| | 1 | Ventura EL |
| PARADISE | 1 | Ridgeview Continuation HS |
| PARAMOUNT | 1 | Los Cerritos EL |
| | 1 | Mark Keppel EL |
| | 1 | Roosevelt EL |
| PARLIER | 1 | Central EL |
| | 1 | Mendocino JHS |
| | 1 | Parlier HS |
| | 1 | Tuolumne EL |
| PASADENA | 1 | Allendale EL |
| | 1 | Chandler EL |
| | 1 | Don Benito EL |
| | 1 | Foothill Continuation HS |
| | 1 | Hale EL |
| | 1 | Hamilton EL |
| | 1 | Intermediate Opportunity EL-HS |
| | 1 | Jefferson EL |
| | 1 | Lincoln EL |
| | 1 | Longfellow EL |
| | 1 | Madison EL |
| | 1 | Pasadena HS |
| | 1 | Saint Andrew EL |
| | 1 | Saint Andrew HS |
| | 1 | Willard EL |
| | 1 | Wilson JHS |
| PASO ROBLES | 1 | Georgia Brown EL |
| | 1 | Saint Rose Grammar EL |
| PATTERSON | 1 | Northmead EL |
| PERRIS | 1 | Good Hope EL |
| | 1 | Mead Valley Team EL |
| | 1 | Perris EL |
| | 1 | Perris HS |
| | 1 | Val Verde EL |
| PETALUMA | 1 | Waugh EL |
| PETROLIA | 1 | Mattole Union EL |
| PICO RIVERA | 1 | Montebello Gardens EL |
| | 1 | Saint Hillary EL |
| | 1 | Saint Marianne de Paredes EL |
| PINEDALE | 1 | Nelson EL |
| | 1 | Pinedale EL |
| PINE GROVE | 1 | Pine Grove Conservation Camp EL-HS |
| PITTSBURG | 1 | Ambrose EL |
| | 1 | Bel Air EL |
| | 1 | Central JHS |
| | 1 | Delta Continuation HS |
| | 1 | Marina EL |
| | 1 | Martin Luther King EL |
| | 1 | Pacifica HS |
| | 1 | Pittsburg North Campus HS |
| | 1 | Pittsburg South Campus HS |
| | 1 | Riverview JHS |
| | 1 | Shore Acres EL |
| PIXLEY | 1 | Pixley EL |
| PLACENTIA | 1 | El Camino Real Continuation HS |
| | 1 | William M. McFadden EL |
| PLACERVILLE | 1 | Juvenile Hall |
| PLANADA | 1 | Planada EL |
| PLAYA DEL REY | 1 | Saint Bernard HS |
| PLEASANTON | 1 | Fairlands EL |
| POMONA | 1 | Alcott EL |
| | 1 | Arroyo EL |
| | 1 | Fremont JHS |
| | 1 | Garey HS |
| | 1 | Hamilton EL |
| | 1 | John Marshall JHS |
| | 1 | Kellog EL |
| | 1 | Lexington EL |
| | 1 | Lincoln EL |
| | 1 | Madison EL |
| | 1 | North San Antonio EL |
| | 1 | Park Avenue Continuation HS |
| | 1 | Roosevelt EL |
| | 1 | Sacred Heart EL |
| | 1 | Washington EL |
| POND | 1 | Pond EL |
| PORTERVILLE | 1 | Citrus Continuation HS |
| | 1 | John J. Doyle EL |
| | 1 | Olive Street EL |
| | 1 | Monache HS |
| | 1 | Pleasant View EL |
| | 1 | Porterville HS |
| | 1 | Rockford EL |
| | 1 | Woodville EL |
| PORT HUENEME | 1 | Hueneme EL |
| PRINCETON | 1 | Codora EL |
| | 1 | Princeton EL |
| | 1 | Princeton JHS-HS |
| PROJECT CITY | 1 | Project City EL |
| RAISIN | 1 | Raisin City EL |
| RANCHO CORDOVA | 1 | Kinney Continuation HS |
| RAYMOND | 1 | Raymond-Knowles EL |
| RED BLUFF | 1 | Juvenile Hall EL-HS |
| REDDING | 1 | Grant EL |
| | 1 | Juvenile Hall |
| | 1 | Magnolia EL |
| | 1 | Pioneer Continuation HS |
| | 1 | Rother EL |
| | 1 | Shasta Meadows EL |
| REDLANDS | 1 | Ettie Lee Homes EL-HS |
| REDWOOD CITY | 1 | Fair Oaks EL |
| | 1 | Girls Day Facility |
| | 1 | Hoover EL |
| | 1 | Sequoia HS |
| | 1 | Washington EL |
| REEDLEY | 1 | Jefferson EL |
| | 1 | Kings Canyon Continuation HS |
| | 1 | Reedley HS |
| RESEDA | 1 | Clay JHS |
| RIALTO | 1 | Roscoe E. Watts EL |
| RICHGROVE | 1 | Richgrove EL |
| RICHMOND | 1 | Alvarado EL |
| | 1 | Belding EL |
| | 1 | Coronado El |
| | 1 | Cortez EL |
| | 1 | Ells HS |
| | 1 | George Miller, Jr., Memorial Center |
| | 1 | GUIDE-Western Girls EL West |
| | 1 | King EL |
| | 1 | Lincoln EL |
| | 1 | Nystrom EL |
| | 1 | Peres EL |
| | 1 | Richmond HS |
| | 1 | Riverside EL |
| | 1 | Samuel Gompers Continuation HS |
| | 1 | Stege EL |
| | 1 | Verde EL |
| | 1 | Washington EL |
| | 1 | Woods EL |
| RIO DELL | 1 | Rio Dell EL |
| | 1 | Rio Dell Primary |

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| Location | Code * | School Name |
|---|---|---|
| RIO LINDA | 1 | Rio Linda JHS |
| | 1 | Rio Linda HS |
| | 1 | Westside EL |
| RIVERBANK | 1 | California Avenue EL |
| | 1 | Cardozo EL |
| | 1 | Rio Altura EL |
| | 1 | Riverbank HS |
| RIVERDALE | 1 | Riverdale EL |
| | 1 | Riverdale HS |
| | 1 | Riverdale Primary EL |
| RIVERSIDE | 1 | Arlanza EL |
| | 1 | F. H. Butterfield Juvenile Hall EL-HS |
| | 1 | Glen Avon EL |
| | 1 | Ina Arbuckle EL |
| | 1 | Jurupa JHS |
| | 1 | La Granada EL |
| | 1 | Longfellow EL |
| | 1 | Mission Bell EL |
| | 1 | Mission JHS |
| | 1 | Myra Linn EL |
| | 1 | Nueva Vista Continuation HS |
| | 1 | Pacific Avenue EL |
| | 1 | Pedley EL |
| | 1 | Rubidoux HS |
| | 1 | Rustic Lane EL |
| | 1 | Van Buren EL |
| | 1 | West Riverside EL |
| RODEO | 1 | Hillcrest EL |
| | 1 | Willow Continuation HS |
| ROSEMEAD | 1 | Dan T. Williams EL |
| | 1 | Fern EL |
| | 1 | Frances E. Willard EL |
| | 1 | Ralph Waldo Emerson EL |
| ROSEVILLE | 1 | Adelante Continuation HS |
| | 1 | Vernon Street EL |
| ROUND MOUNTAIN | 1 | Cedar Creek EL |
| SACRAMENTO | 1 | Althea B. Smythe EL |
| | 1 | A. M. Winn EL |
| | 1 | American Legion Continuation HS |
| | 1 | Bell Avenue EL |
| | 1 | Ben Ali EL |
| | 1 | Bowling Green EL |
| | 1 | Bret Harte EL |
| | 1 | Caleb Greenwood EL. |
| | 1 | California JHS |
| | 1 | Camellia EL |
| | 1 | Charles M. Goethe JHS |
| | 1 | Clayton B. Wire EL |
| | 1 | Coloma EL |
| | 1 | David Lubin EL |
| | 1 | David Reese EL |
| | 1 | Del Paso Heights EL |
| | 1 | Del Paso JHS |
| | 1 | Donner EL |
| | 1 | Dos Rios EL |
| | 1 | D. W. Babcock EL |
| | 1 | Earl Warren EL |
| | 1 | Edward Kemble EL |
| | 1 | Edward Kemble Annex EL |
| | 1 | El Centro Juvenile Court JHS-HS |
| | 1 | El Dorado EL |
| | 1 | Elder Creek EL |
| | 1 | Ethel I. Baker EL |
| | 1 | Ethel Phillips EL |
| | 1 | Esperanza Juvenile Court HS |
| | 1 | Fairbanks EL |
| | 1 | Florin EL |
| | 1 | Freeport EL |
| | 1 | Fremont EL |
| | 1 | Fruit Ridge EL |
| | 1 | Gardenland EL |
| SACRAMENTO (continued) | 1 | Garden Valley EL |
| | 1 | Grant HS |
| | 1 | Hagginwood EL |
| | 1 | Harmon Johnson EL |
| | 1 | Harold A. Cook EL |
| | 1 | Hazel Strauch EL |
| | 1 | Holy Angels EL |
| | 1 | H. W. Harkness EL |
| | 1 | Immaculate Conception EL |
| | 1 | Isabelle Jackson EL |
| | 1 | Jedediah Smith EL |
| | 1 | Joaquin Miller JHS |
| | 1 | John Bidwell EL |
| | 1 | John D. Sloat EL |
| | 1 | John F Morse EL |
| | 1 | John H. Still JHS |
| | 1 | Joseph Bonnheim EL |
| | 1 | Kit Carson JHS |
| | 1 | Las Palmas JHS |
| | 1 | Maple EL |
| | 1 | Mark Hopkins EL |
| | 1 | Mark Twain EL |
| | 1 | Marshall EL |
| | 1 | McClellan EL |
| | 1 | Morey Avenue EL |
| | 1 | Newton Booth EL |
| | 1 | Nicholas EL |
| | 1 | Noralto EL |
| | 1 | Norte Del Rio HS |
| | 1 | North Avenue EL |
| | 1 | Northern Reception Center EL-HS |
| | 1 | Northwood EL |
| | 1 | Oak Ridge EL |
| | 1 | Pacific EL |
| | 1 | Peter Burnett EL |
| | 1 | Peter Lassen JHS |
| | 1 | Phoebe A. Hearst EL |
| | 1 | Rio Tierra JHS |
| | 1 | Robla EL |
| | 1 | Sacramento HS |
| | 1 | Sierra EL |
| | 1 | Sierra-Enterprise EL |
| | 1 | Sutter JHS |
| | 1 | Tahoe EL |
| | 1 | Taylor Street EL |
| | 1 | Theodore Judah EL |
| | 1 | Valle Vista JHS |
| | 1 | Vista Nueva Continuation HS |
| | 1 | Will C. Wood JHS |
| | 1 | William Land EL |
| | 1 | Woodbine EL |
| | 1 | Woodlake EL |
| SALIDA | 1 | Salida EL |
| SALINAS | 1 | Boronda EL |
| | 1 | Graves EL |
| | 1 | Lincoln EL |
| | 1 | Mount Toro Continuation HS |
| | 1 | Roosevelt EL |
| | 1 | Sherwood EL |
| SALTON | 1 | Sea View EL |
| SAN BERNARDINO | 1 | Alessandro EL |
| | 1 | Bradley EL |
| | 1 | Burbank EL |
| | 1 | Burton Thrall EL-HS |
| | 1 | California EL |
| | 1 | Franklin JHS |
| | 1 | Fremont JHS |
| | 1 | Herbert S. Bailey Juvenile Hall EL-HS |
| | 1 | Lincoln EL |
| | 1 | Lytle Creek EL |
| | 1 | Monterey EL |
| | 1 | Mount Vernon EL |

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| Location | Code * | School Name |
|---|---|---|
| SAN BERNARDINO (continued) | 1 | Muscott EL |
| | 1 | Muscoy EL |
| | 1 | Our Lady of Guadalupe EL |
| | 1 | Richardson JHS |
| | 1 | Riley EL |
| | 1 | Rio Vista EL |
| | 1 | Roosevelt EL |
| | 1 | Saint Anthony EL |
| | 1 | Vermont EL |
| SAN CARLOS | 1 | San Carlos HS |
| SAN DIEGO | 1 | Baker EL |
| | 1 | Balboa EL |
| | 1 | Bandini EL |
| | 1 | Brooklyn EL |
| | 1 | Burbank EL |
| | 1 | Central EL |
| | 1 | Chollas EL |
| | 1 | Crockett EL |
| | 1 | Emerson EL |
| | 1 | Encanto EL |
| | 1 | Euclid EL |
| | 1 | Gompers JHS |
| | 1 | Hamilton EL |
| | 1 | Hillcrest EL-HS |
| | 1 | Horton EL |
| | 1 | Kennedy EL |
| | 1 | Knox EL |
| | 1 | Lincoln HS |
| | 1 | Los Altos EL |
| | 1 | Logan EL |
| | 1 | Lowell EL |
| | 1 | Mead EL |
| | 1 | Memorial JHS |
| | 1 | Montgomery HS |
| | 1 | Nazareth EL |
| | 1 | O'Farrell JHS |
| | 1 | Our Lady School EL |
| | 1 | Rosary HS |
| | 1 | Saint Jude Academy EL |
| | 1 | Saint Rita EL |
| | 1 | Sarah Anthony Juvenile Hall EL-HS |
| | 1 | Sherman EL |
| | 1 | Southwest JHS |
| | 1 | Stockton EL |
| | 1 | Valencia Park EL |
| SAN DIMAS | 1 | Glenn Rocky HS |
| SAN FERNANDO | 1 | Morningside EL |
| | 1 | O'Melveny EL |
| | 1 | Saint Ferdinand EL |
| | 1 | San Fernando Continuation HS |
| | 1 | San Fernando EL |
| | 1 | San Fernando HS |
| | 1 | San Fernando JHS |
| | 1 | Santa Rosa de Lima EL |
| | 1 | Vaughn Street EL |
| SAN FRANCISCO | 1 | Alamo Primary EL |
| | 1 | All Hallows EL |
| | 1 | Alvarado Primary |
| | 1 | Benjamin Franklin JHS |
| | 1 | Bessie Carmichael Intermediate |
| | 1 | Bret Harte Intermediate |
| | 1 | Bryant Primary |
| | 1 | Buena Vista Annex Intermediate |
| | 1 | Buena Vista Primary |
| | 1 | Burnett Intermediate |
| | 1 | Cathedral Girls HS |
| | 1 | Cathedral Parish JHS |
| | 1 | Charles R. Drew EL |
| | 1 | Cleveland Primary |
| | 1 | Commodore Stockton Primary |
| | 1 | Convent of the Good Shepherd HS (aka University Mound) |
| SAN FRANCISCO (continued) | 1 | Daniel Webster Intermediate |
| | 1 | Douglas Primary |
| | 1 | Downtown HS |
| | 1 | Dudley Stone Primary |
| | 1 | Edgewood EL |
| | 1 | Edison Intermediate |
| | 1 | Edward R. Taylor Primary |
| | 1 | Epiphany EL |
| | 1 | Everett JHS |
| | 1 | Fairmount Primary |
| | 1 | Francis Scott Key Intermediate |
| | 1 | Frank McCoppin Primary |
| | 1 | George Peabody Primary |
| | 1 | Glen Park Primary |
| | 1 | Golden Gate Primary |
| | 1 | Grattan Intermediate |
| | 1 | Hawthorne Primary |
| | 1 | Hidden Valley EL-JHS |
| | 1 | Holy Name EL |
| | 1 | Homewood Terrace EL-HS |
| | 1 | Horace Mann JHS |
| | 1 | Hunters Point II EL |
| | 1 | Immaculate Conception EL |
| | 1 | Irving M. Scott Primary |
| | 1 | J. Eugene McAteer HS |
| | 1 | James Denman JHS |
| | 1 | Jean Parker EL |
| | 1 | Jedediah Smith EL |
| | 1 | John A. O'Connel Vocational and Technical Institute HS |
| | 1 | John F. Kennedy Memorial School of Saint John Parish EL |
| | 1 | John McLaren Intermediate |
| | 1 | John Muir Primary |
| | 1 | Junipero Serra EL |
| | 1 | Junipero Serra Annex EL |
| | 1 | Kate Kennedy Primary |
| | 1 | Laguna Honda Intermediate |
| | 1 | Le Conte Intermediate |
| | 1 | Luther Burbank JHS |
| | 1 | Marshall Primary |
| | 1 | McKinley Primary |
| | 1 | Miraloma Primary |
| | 1 | Mission Dolores Boys EL |
| | 1 | Mission HS |
| | 1 | Monroe Intermediate |
| | 1 | Most Holy Redeemer EL |
| | 1 | Mount Saint Joseph EL |
| | 1 | Notre Dame EL |
| | 1 | Notre Dame HS |
| | 1 | Opportunity II HS |
| | 1 | Opportunity JHS |
| | 1 | Our Lady of the Visitacion EL |
| | 1 | Pacific Heights Primary |
| | 1 | Parkside Primary |
| | 1 | Patrick Henry Intermediate |
| | 1 | Paul Revere Annex Primary |
| | 1 | Pelton JHS |
| | 1 | Protola JHS |
| | 1 | Potrero Hill JHS |
| | 1 | Sacred Heart EL |
| | 1 | Sacred Heart HS |
| | 1 | Saint Agnes EL |
| | 1 | Saint Anne EL |
| | 1 | Saint Anthony EL |
| | 1 | Saint Charles Borromeo EL |
| | 1 | Saint Elizabeth EL |
| | 1 | Saint Emydius EL |
| | 1 | Saint Gabriel EL |
| | 1 | Saint James EL |
| | 1 | Saint John Lutheran EL |
| | 1 | Saint Joseph EL |

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Code 2 - Schools designated for National Defense Student Loan cancellation benefits only
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## CALIFORNIA

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| SAN FRANCISCO (continued) | 1 | Saint Michael EL |
| | 1 | Saint Paul Intermediate |
| | 1 | Saint Paul of the Shipwreck EL |
| | 1 | Saint Paul Primary |
| | 1 | Saint Peter EL |
| | 1 | Saint Theresa EL |
| | 1 | Saints Peter and Paul EL |
| | 1 | San Francisco Boys Home JHS-HS |
| | 1 | San Miguel Primary |
| | 1 | Sanchez Primary |
| | 1 | School of the Epiphany EL |
| | 1 | Second Community EL |
| | 1 | Sir Francis Drake Annex EL |
| | 1 | Sir Francis Drake Intermediate |
| | 1 | Spring Valley Primary |
| | 1 | Starr King Intermediate |
| | 1 | Sutro Primary |
| | 1 | Twin Peaks Primary |
| | 1 | Ulloa Primary |
| | 1 | University Mound HS |
| | 1 | University Mound HS (aka Convent of the Good Shepherd HS) |
| | 1 | West Portal Primary |
| | 1 | Woodrow Wilson HS |
| SAN GABRIEL | 1 | Saint Anthony EL |
| SANGER | 1 | Centerville EL |
| | 1 | Jefferson EL |
| | 1 | Kings River Continuation HS |
| | 1 | Lincoln EL |
| | 1 | Madison EL |
| | 1 | Sanger HS |
| | 1 | Washington JHS |
| | 1 | Wilson EL |
| SAN JACINTO | 1 | Edward Hyatt EL |
| | 1 | Monte Vista JHS |
| | 1 | Mountain View Continuation HS |
| | 1 | San Jacinto EL |
| | 1 | San Jacinto HS |
| SAN JOAQUIN | 1 | San Joaquin EL |
| SAN JOSE | 1 | A. J. Dorsa EL |
| | 1 | Anne Darling EL |
| | 1 | Ben Painter EL |
| | 1 | Clyde Arbuckle EL |
| | 1 | Clyde L. Fischer JHS |
| | 1 | Donald J. Meyer EL |
| | 1 | Evergreen EL |
| | 1 | Franklin EL |
| | 1 | Fred Marten EL |
| | 1 | George V. Ley Va EL |
| | 1 | Grandin Miller EL |
| | 1 | Grant EL |
| | 1 | Harry Slonaker EL |
| | 1 | Horace Mann EL |
| | 1 | J. Wilbur Fair JHS |
| | 1 | Katherine R. Smith EL |
| | 1 | Laurelwood EL |
| | 1 | Lee Mathson JHS |
| | 1 | Lester W. Shields EL |
| | 1 | Lowell EL |
| | 1 | Luther Burbank EL |
| | 1 | Lyndale EL |
| | 1 | Mayfair EL |
| | 1 | McKinley EL |
| | 1 | Mildred Goss EL |
| | 1 | Millard McCollum EL |
| | 1 | Mount Pleasant EL |
| | 1 | Muriel Wright School for Girls |
| | 1 | O. B. Whaley EL |
| | 1 | O. S. Hubbard EL |
| | 1 | Osborne Juvenile Center |
| | 1 | Pala JHS |
| | 1 | Quimby Oak JHS |
| SAN JOSE (continued) | 1 | Richard E. Conniff EL |
| | 1 | Robert Sanders EL |
| | 1 | San Antonio EL |
| | 1 | San Jose HS |
| | 1 | Santee EL |
| | 1 | Selma Olinder EL |
| | 1 | Sylvia Cassell EL |
| | 1 | Thomas A. Ryan EL |
| | 1 | Walter L. Bachrodt EL |
| | 1 | Washington EL |
| | 1 | William C. Overfelt HS |
| | 1 | Yerba Buena HS |
| SAN LEANDRO | 1 | Chabot Ranch EL-HS |
| | 1 | Juvenile Hall EL-HS |
| | 1 | Juvenile Hall--Girls EL-HS |
| | 1 | Las Vistas School for Girls EL-HS |
| | 1 | Los Cerros Senior Boys HS |
| | 1 | Snedigar Cottage EL-HS |
| SAN LUCAS | 1 | San Lucas EL |
| SAN LUIS OBISPO | 1 | Emerson EL |
| | 1 | Hawthorne EL |
| | 1 | Sunnyacres Juvenile Hall |
| SAN MARTIN | 1 | Raymond Gwinn EL |
| | 1 | San Martin EL |
| SAN MATEO | 1 | Lawrence Pre K & K |
| SAN PABLO | 1 | Dover EL |
| | 1 | Downer EL |
| | 1 | El Portal EL |
| | 1 | Helms JHS |
| | 1 | Lake EL |
| SAN PEDRO | 1 | Bandini Street EL |
| | 1 | Barton Hill EL |
| | 1 | Cabrillo Avenue EL |
| | 1 | Cooper JHS-HS |
| | 1 | Fifteenth Street EL |
| | 1 | Holy Trinity EL |
| | 1 | Park Western Place EL |
| SAN QUENTIN | 1 | Bayview EL-HS |
| SAN RAFAEL | 1 | Loma Alta Juvenile Hall EL-HS |
| SANTA ANA | 1 | Adams EL |
| | 1 | Diamond EL |
| | 1 | Edison EL |
| | 1 | Franklin EL |
| | 1 | Fremont EL |
| | 1 | Lincoln EL |
| | 1 | Lowell EL |
| | 1 | Martin EL |
| | 1 | McKinley EL |
| | 1 | McMillan JHS-HS |
| | 1 | Monroe EL |
| | 1 | Monte Vista EL |
| | 1 | Mountain View Continuation HS |
| | 1 | Roosevelt EL |
| | 1 | Rio Contiguo HS |
| | 1 | Saint Joseph EL |
| | 1 | School of Our Lady EL |
| SANTA BARBARA | 1 | Dolores EL |
| | 1 | La Posada Juvenile Hall EL |
| | 1 | La Posada Juvenile Hall HS |
| | 1 | Los Robles HS |
| | 1 | McKinley EL |
| | 1 | Our Lady of Guadalupe EL |
| | 1 | The Notre Dame School EL |
| | 1 | Wilson EL |
| SANTA CLARA | 1 | Agnew EL |
| | 1 | Brown EL |
| | 1 | Valley Continuation HS |
| SANTA CRUZ | 1 | Ben Lomond Conservation Camp EL-HS |
| | 1 | Juvenile Hall JHS-HS |
| | 1 | Laurel EL |
| SANTA FE SPRINGS | 1 | Rancho Santa Gertrudes EL |

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For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| SANTA MARIA | 1 | Cook EL |
| | 1 | Delta Continuation HS |
| | 1 | Fairlawn EL |
| | 1 | Oakley EL |
| SANTA MONICA | 1 | Edison EL |
| | 1 | John Muir EL |
| | 1 | Madison EL |
| | 1 | Saint Anne EL |
| SANTA PAULA | 1 | Barbara Webster EL |
| | 1 | Grace S. Thille EL |
| | 1 | Isbell EL |
| | 1 | McKevett EL |
| | 1 | Renaissance Continuation HS |
| SANTA ROSA | 1 | Bellvue EL |
| | 1 | Brook Hill EL |
| | 1 | Burbank EL |
| | 1 | Doyle Park EL |
| | 1 | Fremont EL |
| | 1 | Juvenile Hall |
| | 1 | Lincoln EL |
| | 1 | Los Guilucos EL-HS |
| | 1 | Wright EL |
| SANTEE | 1 | Sierra Vista HS |
| SAN YSIDRO | 1 | Beyer EL |
| | 1 | La Mirada EL |
| | 1 | San Ysidro Academy EL (aka Our Lady of Mount Carmel) |
| | 1 | Smythe EL |
| | 1 | Sunset EL |
| | 1 | Willow EL |
| SAUGUS | 1 | Kenyon Scudder HS |
| | 1 | Joseph Scott HS |
| SAUSALITO | 1 | Bayside EL |
| | 1 | Martin Luther King EL |
| SCOTIA | 1 | Bluff Prairie EL |
| SEASIDE | 1 | Cypress HS |
| | 1 | Eldon J. Covell EL |
| | 1 | Fremont JHS |
| | 1 | Highland EL |
| | 1 | Juan Cabrillo EL |
| | 1 | Manzanita EL |
| | 1 | Marina Del Mar EL |
| | 1 | Martin Luther King JHS |
| | 1 | Noche Buena EL |
| SELMA | 1 | Eric White EL |
| | 1 | George Washington EL |
| | 1 | Heartland Continuation HS |
| | 1 | Indianola EL |
| | 1 | James Garfield EL |
| | 1 | Roosevelt EL |
| | 1 | Selma HS |
| | 1 | Thomas Jefferson EL |
| SEPULVEDA | 1 | Langdon Avenue EL |
| | 1 | Noble Avenue EL |
| | 1 | Plummer EL |
| SEVILLE | 1 | Stone Corral EL |
| SHAFTER | 1 | Richland EL |
| | 1 | Richland JHS |
| | 1 | Richland Primary EL |
| SIERRA MADRE | 1 | Sierra Madre EL |
| SLOUGHHOUSE | 1 | Carson Creek HS (Boys Ranch) |
| | 1 | Consumnes EL |
| SNELLING | 1 | Snelling Merced Falls EL |
| SOLEDAD | 1 | Mission EL |
| | 1 | San Vicente EL |
| SONORA | 1 | Belleview EL |
| SOUTH DOS PALOS | 1 | George Christian EL |
| SOUTH EL MONTE | 1 | Epiphany EL |
| | 1 | Loma EL |
| SOUTH GATE | 1 | Liberty Boulevard EL |
| | 1 | Saint Helen EL |
| SOUTH GATE (continued) | 1 | Stanford Avenue EL |
| | 1 | Victoria Avenue EL |
| STEVINSON | 1 | Merquin EL |
| STEWARTS POINT | 1 | Reservation EL |
| STOCKTON | 1 | August EL |
| | 1 | Burbank EL |
| | 1 | Continuation HS |
| | 1 | Conway Children's Center EL |
| | 1 | Coretta King EL |
| | 1 | Delta Island EL |
| | 1 | Edison HS |
| | 1 | Elkhorn EL |
| | 1 | Fillmore EL |
| | 1 | Garfield EL |
| | 1 | Gateway HS |
| | 1 | Grant EL |
| | 1 | Hamilton JHS |
| | 1 | Hazelton EL |
| | 1 | Holt EL |
| | 1 | Jackson EL |
| | 1 | Jefferson EL |
| | 1 | Karl Holton EL-HS |
| | 1 | King EL |
| | 1 | Marshall JHS |
| | 1 | Martin Luther King EL |
| | 1 | McKinley EL |
| | 1 | Monroe EL |
| | 1 | Montezuma EL |
| | 1 | Nightingale EL |
| | 1 | O. H. Close EL-HS |
| | 1 | Roosevelt EL |
| | 1 | Saint George EL |
| | 1 | Saint Gertrude EL |
| | 1 | San Joaquin Middle |
| | 1 | Sierra Vista Preschool EL |
| | 1 | Taft EL |
| | 1 | Taylor EL |
| | 1 | Van Buren EL |
| | 1 | Washington EL |
| STONYFORD | 1 | Fouts Springs Boys Ranch JHS-HS |
| STRATFORD | 1 | Stratford EL |
| STRATHMORE | 1 | Strathmore EL |
| | 1 | Strathmore HS |
| | 1 | Sunnyside EL |
| SUISUN | 1 | Crescent EL |
| SULTANA | 1 | Monson-Sultana EL |
| SUMMIT CITY | 1 | Toyon EL |
| SUNNYMEAD | 1 | March Mountain HS |
| | 1 | Sunnymead EL |
| SUN VALLEY | 1 | Glenwood EL |
| | 1 | Roscoe EL |
| | 1 | Vinedale EL |
| SYLMAR | 1 | Dyer Street EL |
| | 1 | El Dorado Avenue EL |
| | 1 | Osceola Street EL |
| | 1 | Sylmar EL |
| TAFT | 1 | Conley EL |
| TERRA BELLA | 1 | Terra Bella EL |
| THERMAL | 1 | John Kelly EL |
| | 1 | La Familia Continuation HS |
| | 1 | Oasis EL |
| | 1 | Westside EL |
| THORNTON | 1 | New Hope EL |
| TIPTON | 1 | Tipton EL |
| TOLLHOUSE | 1 | Sierra HS |
| TORRANCE | 1 | Bishop Montgomery HS |
| | 1 | Bonita Street EL |
| | 1 | Van Deene Avenue EL |
| TRABUCO CANYON | 1 | Joplin HS |
| | 1 | Potrero JHS |

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CALIFORNIA

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| Location | Code * | School Name |
|---|---|---|
| TRACY | 1 | El Portal EL |
| | 1 | Jefferson EL |
| | 1 | Lammersville EL |
| | 1 | New Jerusalem EL |
| | 1 | South EL |
| | 1 | West Park EL |
| TRANQUILITY | 1 | Tranquility EL |
| | 1 | Tranquility HS |
| TRAVER | 1 | Traver EL |
| TREASURE ISLAND | 1 | Treasure Island Annex Intermediate |
| | 1 | Treasure Island Primary |
| TRINIDAD | 1 | Trinidad EL |
| TULARE | 1 | Alice G. Mulcahy JHS |
| | 1 | Lincoln EL |
| | 1 | Maple EL |
| | 1 | Palo Verde EL |
| | 1 | Roosevelt EL |
| | 1 | Tulare HS |
| | 1 | Tulare Western HS |
| | 1 | Valley Continuation HS |
| | 1 | Wilson EL |
| TULELAKE | 1 | Newell EL |
| TUOLUMNE | 1 | Summerville EL |
| UKIAH | 1 | South Valley Continuation HS |
| | 1 | Ukiah Juvenile Hall EL-HS |
| UNION CITY | 1 | Barnard/White Middle |
| | 1 | Our Lady of the Rosary EL |
| VALLEJO | 1 | Beverly Hills EL |
| | 1 | Curry EL |
| | 1 | Farragut EL |
| | 1 | Grant EL |
| | 1 | Lincoln EL |
| VAN NUYS | 1 | Sylvan Park EL |
| | 1 | Van Nuys EL |
| VENICE | 1 | Anchorage Street EL |
| | 1 | Broadway EL |
| | 1 | Coeur D'Alene Avenue EL |
| | 1 | Saint Clement EL |
| | 1 | Saint Mark EL |
| | 1 | Westminster Avenue EL |
| VENTURA | 1 | Avenue EL |
| | 1 | Mill EL |
| | 1 | Sheridan Way EL |
| VERNON | 1 | Vernon City EL |
| VISALIA | 1 | Complex JHS |
| | 1 | Crowley EL |
| | 1 | Green Acres JHS |
| | 1 | Highland EL |
| | 1 | Houston EL |
| | 1 | Juvenile Hall |
| | 1 | Liberty EL |
| | 1 | Mineral King EL |
| | 1 | Redwood HS |
| | 1 | Robert K. Meyers HS (boys camp) |
| | 1 | Union EL |
| WARNER SPRINGS | 1 | Warner EL |
| WASCO | 1 | Karl F. Clemens EL |
| | 1 | Semitropic EL |
| | 1 | Thomas Jefferson JHS |
| WATERFORD | 1 | Waterford EL |
| WATSONVILLE | 1 | Moss Landing EL |
| | 1 | Pajara EL |
| WEITCHPEC | 1 | Weitchpec EL |
| WEST COVINA | 1 | Giano JHS |
| | 1 | Monte Vista EL |
| | 1 | Tonopah EL |
| WESTLEY | 1 | Grayson EL |
| WESTMINSTER | 1 | Mendenhall Continuation HS |
| | 1 | Webber EL |
| WESTMORLAND | 1 | Westmorland EL |
| WEST POINT | 1 | West Point EL |
| WEST SACRAMENTO | 1 | Evergreen EL |
| | 1 | Westfield Village EL |
| WHITEHORN | 1 | Whitehorn EL |
| WHITTIER | 1 | Ada S. Nelson EL |
| | 1 | Aeolian EL |
| | 1 | Evergreen EL |
| | 1 | Fred C. Nelles EL-HS |
| | 1 | Sunnyside EL |
| | 1 | Wallace S. Wiggins EL |
| WILDOMAR | 1 | Wildomar EL |
| WILMINGTON | 1 | Broad Avenue EL |
| | 1 | Catskill Avenue EL |
| | 1 | Fries Avenue EL |
| | 1 | Gulf Avenue EL |
| | 1 | Hawaiian Avenue EL |
| | 1 | Holy Family EL |
| | 1 | Saints Peter and Paul EL |
| | 1 | Wilmington JHS |
| | 1 | Wilmington Park EL |
| WINCHESTER | 1 | Winchester EL |
| WINDSOR | 1 | Starr EL |
| | 1 | Windsor EL |
| WINTERHAVEN | 1 | San Pasqual Valley EL |
| | 1 | San Pasqual Valley HS |
| | 1 | San Pasqual Valley Continuation HS |
| WINTERS | 1 | Waggoner EL |
| | 1 | Winters EL |
| | 1 | Wolfskill EL |
| WINTON | 1 | Frank Sparks EL |
| | 1 | Winton EL |
| WOODLAKE | 1 | Woodlake EL |
| WOODLAND | 1 | Beamer EL |
| | 1 | Juvenile Hall-Dan Jacobs |
| | 1 | Laugenour EL |
| WOODSIDE | 1 | Woodside HS |
| YERMO | 1 | Yermo EL |
| YETTEM | 1 | Yettem EL |
| YUCAIPA | 1 | Oak Glen Conservation Camp EL-HS |

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TENNESSEE

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| Location | Code * | School Name |
|---|---|---|
| Adams | 3 | Bell Middle |
| Adamsville | 1 | Adamsville EL |
| Afton | 3 | Chuckey Doak HS |
| | 1 | Newmansville EL |
| Alamo | 1 | Crockett Co. EL |
| | 1 | Alamo EL |
| | 1 | Alamo HS |
| Alcoa | 3 | Alcoa EL |
| Alexandria | 1 | Alexandria EL |
| Allardt | 1 | Allardt EL |
| | 1 | Armathwaite EL |
| Allons | 1 | Maple Grove EL |
| | 1 | Allons EL |
| Alpine | 1 | Alpine EL |
| Altamont | 1 | Altamont EL |
| Arlington | 1 | Arlington EL |
| | 1 | Barrets EL |
| Atwood | 1 | Atwood EL |
| | 1 | Atwood HS |
| Auburntown | 3 | Auburn EL |
| Baileyton Station | 1 | Baileyton EL |
| Baxter | 3 | Baxter EL |
| Bean Station | 1 | Bean Station EL |
| Beech Bluff | 3 | Beech Bluff EL |
| | 3 | Beech Bluff HS |
| Belfast | 1 | Belfast EL |
| Bells | 1 | Crockett Co. EL |
| | 1 | Holly Grove EL |
| Belvidere | 3 | Belvidere EL |
| Bemis | 3 | J. B. Young EL |
| Benton | 1 | Benton EL |
| | 1 | Polk Co. HS |
| Bethel Springs | 1 | Bethel Springs EL |
| Big Rock | 3 | North Stewart EL |
| Bloomington Springs | 1 | Bloomington EL |
| Bogota | 1 | Bogota EL |
| Bolivar | 1 | Bolivar EL |
| | 1 | Bolivar JHS |
| | 1 | Central HS |
| Bolton | 1 | Bolton HS |
| Boonshill | 1 | Boonshill EL |
| Braden | 1 | Braden EL |
| Bradford | 3 | Bradford EL |
| | 3 | Bradford HS |
| Bradyville | 1 | Woodland EL |
| Brighton | 1 | Brighton EL, K-4 |
| | 1 | Brighton EL, 5-6 |
| | 1 | Brighton HS |
| Brownsville | 1 | Anderson Grammar Middle |
| | 1 | Bailey EL |
| | 1 | Bradford EL |
| | 1 | East Side EL |
| | 1 | Haywood EL |
| | 1 | Haywood JHS |
| | 1 | Haywood HS |
| | 1 | Sunny Hill Middle |
| Bulls Gap | 3 | Bulls Gap EL |
| | 3 | Bulls Gap HS |
| | 1 | St. Clair EL |
| Burlison | 1 | Gilt Edge EL |
| Burrville | 3 | Burrville EL |
| Butler | 1 | Little Milligan EL |
| | 3 | Dry Run EL |
| Byrdstown | 1 | Pickett Co. HS |
| | 1 | Pickett Co. EL |
| Carthage | 1 | Turner EL |
| Caryville | 1 | Caryville EL |
| | 1 | Caryville JHS |
| | 1 | Ridgewood EL |
| | 1 | Stony Fork EL |
| | 1 | Stony Fork HS |
| Cedar Grove | 1 | West View EL |
| Cedar Hill | 3 | Cedar Hill Middle |
| | 3 | Jo Byrns HS |
| Celina | 1 | Celina EL |
| | 1 | Celina HS |
| Centerville | 3 | Centerville EL |
| | 3 | Coble EL |
| | 3 | Hickman Co. JHS |
| | 3 | Hickman Co. HS |
| Charleston | 1 | Charleston EL |
| | 1 | Charleston HS |
| Chattanooga | 3 | Alton Park JHS |
| | 1 | Avondale EL |
| | 1 | Calvin Donaldson EL |
| | 1 | Charles A. Bell EL |
| | 1 | Clara Carpenter EL |
| | 1 | E. Fifth Street Middle |
| | 3 | East Chattanooga EL |
| | 1 | East Side JHS |
| | 1 | F. H. Trotter EL |
| | 1 | G. Russell Brown EL |
| | 1 | Hemlock EL |
| | 3 | Highland Park EL |
| | 1 | Howard EL |
| | 1 | Howard HS |
| | 1 | James A. Henry EL |
| | 1 | Joseph E. Smith EL |
| | 1 | Lookout JHS |
| | 1 | Mary Ann Garber EL |
| | 1 | Oak Grove EL |
| | 1 | Orchard Knob EL |
| | 3 | Orchard Knob JHS |
| | 1 | Piney Woods EL |
| | 1 | Ridgedale EL |
| | 3 | St. Elmo EL |
| Chesterfield | 3 | Pin Oak EL |
| Chuckey | 1 | Chuckey EL |
| | 1 | South Central EL |
| Church Hill | 1 | McPheeters Bend EL |
| Clairfield | 1 | Clairfield EL |
| Clarkrange | 1 | Clarkrange EL |
| | 1 | Clarkrange HS |
| Clarksburg | 3 | Clarksburg EL-Middle-HS |
| Clarksville | 3 | Cobb EL |
| | 3 | Moore EL |
| Cleveland | 1 | Big Springs EL |
| | 1 | East Cleveland EL |
| | 1 | Browder EL |
| | 1 | Blythe Avenue EL |
| Clifton | 1 | Frank Hughes EL |
| | 1 | Frank Hughes HS |
| Clinton | 1 | North Clinton EL |
| Coalfield | 3 | Coalfield EL |
| | 3 | Coalfield HS |
| Colemont | 1 | Colemont EL |
| College Grove | 3 | College Grove EL |
| | 3 | College Grove HS |
| Collierville | 1 | Collierville EL |
| | 1 | Collierville HS |
| | 1 | Collierville Middle |
| Collinwood | 3 | Collinwood EL |
| | 1 | Collinwood HS |
| Columbia | 1 | College Hill EL |
| Conasauga | 1 | Conasauga EL |
| Cookeville | 1 | Dodson Branch EL |
| | 3 | Hardys Chapel EL |
| | 3 | Park View EL |
| | 3 | Sycamore EL |
| Copperhill | 1 | Copperhill EL |
| | 1 | Copper Basin HS |
| Cordova | 1 | Mt. Pisgah EL |

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TENNESSEE

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| Location | Code * | School Name |
|---|---|---|
| Cornersville | 3 | Cornersville EL |
| | 3 | Cornersville HS |
| Cosby | 1 | Cosby EL |
| | 1 | Smokey Mountain EL |
| | 3 | Jones Cove EL |
| Council | 1 | Southside EL |
| | 1 | Southside HS |
| Covington | 1 | Covington HS |
| | 1 | Garland EL |
| | 1 | Holmes EL |
| | 1 | Tabernacle EL |
| | 1 | Covington Grammar Middle |
| | 1 | Frazier EL |
| Cowan | 3 | Cowan EL |
| | 3 | South JHS |
| Crab Orchard | 1 | Crab Orchard EL |
| Crawford | 1 | Wilson EL |
| Crockett Mills | 1 | Hamlett Roberson EL |
| | 1 | Hamlett Roberson HS |
| Crossville | 1 | Bakers EL |
| | 1 | Big Lick EL |
| | 1 | Crossville EL |
| | 1 | Lantana EL |
| | 1 | Midway EL |
| | 1 | Pomona EL |
| | 3 | Rinnie EL |
| | 1 | Woody EL |
| Crump | 1 | Crump EL |
| Culleoka | 3 | Culleoka EL |
| | 3 | Culleoka HS |
| Cumberland City | 1 | W. T. Thomas EL |
| | 1 | W. T. Thomas HS |
| Cumberland Gap | 1 | Cumberland Gap EL |
| Dandridge | 1 | Chestnut Hill EL |
| | 1 | Piedmont EL |
| | 1 | Swannsylvania EL |
| Decaturville | 1 | Decaturville EL |
| Deckerd | 3 | Alto EL |
| | 3 | Deckerd EL |
| | 3 | Oak Grove EL |
| Deer Lodge | 3 | Chestnut Ridge EL |
| | 3 | Deer Lodge EL |
| Delano | 1 | Delano EL |
| Del Rio | 1 | Del Rio EL |
| Denmark | 3 | Denmark EL |
| Devonia | 1 | Rosedale EL |
| Dover | 1 | Dover EL |
| | 3 | Stewart Co. HS |
| Dowelltown | 1 | Dowelltown EL |
| Doyle | 1 | Doyle EL |
| Dresden | 3 | Dresden EL |
| Drummonds | 1 | Drummonds EL |
| Duck River | 3 | Shady Grove EL |
| Ducktown | 1 | Ducktown EL |
| Duff | 1 | Duff El |
| | 1 | White Oak EL |
| | 1 | Wynn Habersham EL |
| | 1 | Wynn Habersham HS |
| Dunlap | 1 | Griffith EL |
| Dyersburg | 1 | Dyer Co. Central EL |
| | 1 | Fifth Consolidated EL |
| | 1 | Roellan EL |
| | 1 | Dyersburg JHS |
| | 1 | Jennie Bell EL |
| Eidson | 1 | Kyles Ford EL |
| | 1 | Clinch EL |
| | 1 | Clinch HS |
| Elizabethton | 3 | Gap Creek EL |
| | 3 | Happy Valley Middle |
| | 3 | Hunter EL |
| | 3 | Keenburg EL |
| Elizabethton (continued) | 3 | Midway EL |
| | 3 | Siam EL |
| | 3 | Southside EL |
| | 3 | Unaka EL |
| | 3 | Valley Forge EL |
| Elkton | 1 | Elkton EL |
| | 1 | Elkton HS |
| Elk Valley | 1 | Elk Valley EL |
| | 1 | Elk Valley JHS |
| Ellendale | 3 | Ellendale EL |
| Elora | 1 | Elora EL |
| Erin | 3 | Erin EL |
| | 3 | Erin HS |
| Erwin | 3 | Lone Chapel EL |
| | 3 | Martin Chapel EL |
| | 3 | Rock Creek EL |
| | 3 | Temple Hill EL |
| Estell Springs | 3 | Estell Springs EL |
| Eva | 1 | Benton County Kindergarten |
| Fayetteville | 3 | Central HS |
| | 1 | Eight District EL-Middle-HS |
| | 1 | Howell EL |
| | 3 | Lincoln EL |
| | 1 | Charlie Bagley EL |
| | 1 | Fayetteville JHS |
| | 1 | Robert E. Lee EL |
| Finley | 1 | Finley EL |
| Flag Pond | 1 | Flag Pond EL |
| Flintville | 1 | Flintville EL |
| Fowlkes | 1 | Holice Powell EL |
| Franklin | 1 | Johnson EL |
| | 3 | Franklin Middle |
| Friendship | 1 | Friendship EL |
| | 1 | Friendship HS |
| Gadsen | 1 | Gadsen EL |
| | 1 | Gadsen HS |
| Gainsboro | 1 | Flynns Lick EL |
| | 1 | Fox EL |
| | 1 | Gainsboro EL |
| Gassaway | 1 | Gassaway EL |
| Georgetown | 1 | Eastview EL |
| Gibson | 1 | Gibson EL |
| | 1 | Gibson HS |
| | 1 | Gibson Annex EL |
| Grand Junction | 1 | Grand Junction EL |
| Granville | 1 | Granville EL |
| Graysville | 3 | Graysville EL |
| Greenback | 1 | Glendale EL |
| | 3 | Greenback EL |
| Greeneville | 1 | Camp Creek EL |
| | 1 | Cedar Creek EL |
| | 3 | DeBusk EL |
| | 1 | Glenwood EL |
| | 1 | Greystone EL |
| | 1 | North Greene HS |
| | 1 | Ottway EL |
| | 3 | South Greene HS |
| | 3 | St. James EL |
| | 3 | Sunnyside EL |
| | 1 | West Pines HS |
| | 3 | Andrew Johnson EL |
| | 3 | Crescent EL |
| | 1 | Highland EL |
| Greenfield | 3 | Greenfield EL |
| Grimsley | 1 | Grimsley EL |
| Guild | 3 | Guild EL |
| Halls | 1 | Halls EL |
| | 1 | Halls HS |
| | 1 | Nankipoo EL |
| Hampton | 3 | Hampton EL |

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## TENNESSEE

List of Schools Determined to have High Concentrations of Students from Low-Income Families

For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

For National Defense Student Loan Cancellation Benefits for the 1974-75 School Year only (the 1972-73 and 1973-74 List for National Defense Student Loan cancellation benefits was published in Part III of the Federal Register dated August 28, 1973)

| Location | Code * | School Name |
|---|---|---|
| Harriman | 1 | Harriman Central EL |
| | 1 | Morgrane EL |
| Harrogate | 1 | Ellen Myers EL |
| | 1 | Forge Ridge EL |
| | 1 | Little Creek EL |
| Hartford | 1 | Grassy Fork EL |
| | 1 | Hartford EL |
| Hartsville | 3 | Trousdale Co. EL |
| Henderson | 1 | Chester Co. HS |
| | 1 | Chester Co. JHS |
| | 1 | E. Chester Co. EL |
| | 1 | W. Chester Co. EL |
| Henning | 1 | Henning EL |
| Hilham | 1 | Hilham EL |
| Hillsboro | 3 | Hillsboro EL |
| Hohenwald | 1 | Hohenwald East EL |
| | 1 | Hohenwald West EL |
| Holladay | 3 | Holladay EL-Middle-HS |
| Hornbeak | 1 | Hornbeak EL |
| Hornsby | 1 | Hornsby EL |
| Humboldt | 1 | Humboldt EL |
| | 1 | Humboldt JHS |
| | 1 | Humboldt HS |
| | 1 | Stigall EL |
| Huntingdon | 1 | Cannon EL (NG) |
| Huntland | 3 | Huntland EL |
| | 3 | Huntland HS |
| Huntsville | 1 | Capitol Hill EL |
| | 1 | Huntsville EL |
| | 1 | Huntsville Middle |
| | 1 | Scott HS |
| Huron | 1 | Westover EL |
| Jacksboro | 1 | Pine Crest EL |
| Jacks Creek | 1 | Jacks Creek EL |
| Jackson | 3 | East EL |
| | 3 | Northside JHS |
| | 3 | Nova EL |
| | 3 | Pope EL |
| | 3 | South Side HS |
| | 3 | South Side JHS |
| | 3 | Westover EL |
| | 1 | Alexander EL |
| | 1 | Jackson JHS |
| | 1 | Lincoln EL |
| | 1 | Parkview EL |
| | 1 | Washington Douglass EL |
| | 3 | West Jackson EL |
| | 1 | Whitehall EL |
| Jamestown | 1 | Banner Roslin EL |
| | 1 | Pine Haven EL |
| | 1 | Sharp EL |
| | 1 | Tinch EL |
| | 1 | West Fentress EL |
| | 1 | York EL |
| Jellico | 1 | Jellico EL |
| | 1 | Jellico HS |
| Johnson City | 3 | Central EL |
| | 3 | Happy Valley EL |
| | 3 | Cherokee EL |
| | 3 | King Springs EL |
| | 3 | Keystone EL |
| Kelso | 1 | Kelso EL |
| Kenton | 1 | Kenton EL |
| Kingsport | 1 | Arcadia EL |
| | 1 | Long Island EL |
| | 1 | Washington EL |
| Knoxville | 3 | John Sevier EL |
| | 3 | Ramsey EL |
| | 1 | Vestal EL |
| | 1 | Austin East HS |
| | 1 | Beardsley JHS |
| Knoxville (continued) | 1 | Beaumont EL |
| | 3 | Brownlow EL |
| | 1 | Cansler Kindergarten |
| | 1 | Eastport EL |
| | 1 | Fair Garden EL |
| | 1 | Flenniken EL |
| | 3 | Fulton HS |
| | 1 | Green EL |
| | 1 | Onskip EL |
| | 1 | Lonsdale EL |
| | 1 | Maynard EL |
| | 1 | McCallie EL |
| | 1 | Park JHS |
| | 1 | Park Lowry EL |
| | 3 | Perkins EL |
| | 1 | Rule HS |
| | 1 | Sam Hill EL |
| | 1 | Sarah Moore Greene EL |
| | 3 | Tyson JHS |
| | 1 | Van Gilder Middle |
| | 1 | Vine JHS |
| | 3 | Young HS |
| Laager | 1 | Swiss Memorial EL |
| La Follette | 1 | College Hill EL |
| | 1 | Coolidge EL |
| | 1 | Demory EL |
| | 1 | Grantsboro EL |
| | 3 | La Follette JHS |
| | 3 | La Follette East Middle |
| | 3 | La Follette West EL |
| | 1 | Pleasant Ridge EL |
| | 1 | Stinking Creek EL |
| | 1 | Valley View EL |
| La Grange | 1 | La Grange Consolidated EL |
| Lancing | 3 | Lancing EL |
| Lavinia | 1 | Lavinia EL |
| Lebanon | 1 | Carroll EL |
| | 3 | Laguardo EL |
| | 1 | Tuckers Cross Roads EL |
| Lenoir City | 1 | Browder EL |
| | 1 | West Hill EL |
| Leoma | 3 | Revilo EL |
| Lewisburg | 1 | Hardison EL |
| | 1 | Jones EL |
| | 3 | Marshall Co. HS |
| | 3 | McCord EL |
| Lexington | 1 | Bargerton EL |
| | 3 | Lexington HS |
| | 3 | South Haven EL |
| Liberty | 1 | Liberty EL |
| Limestone | 1 | Westview EL |
| Linden | 1 | Cedar Creek EL |
| | 1 | Linden EL |
| | 1 | Perry Co. HS |
| | 1 | Pineview EL |
| | 1 | Pope EL |
| Livingston | 1 | Independence EL |
| | 1 | Livingston EL |
| | 1 | Pleasant Valley EL |
| Lobelville | 3 | Lobelville EL |
| Lone Mountain | 1 | Lone Mountain EL |
| Loudon | 3 | Davis EL |
| | 3 | Loudon Grammar EL |
| | 1 | Stukee EL |
| Louisville | 3 | Louisville EL |
| Luttrell | 1 | Bull Run EL |
| | 1 | Luttrell EL |
| Lutts | 1 | Pinhook EL |
| Lyles | 3 | East EL |
| Lynchburg | 1 | Lynchburg EL |
| | 1 | Moore Co. HS |

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TENNESSEE

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| Location | Code * | School Name |
|---|---|---|
| Lynnville | 1 | Jones EL |
| | 1 | Jones HS |
| Macon | 1 | Southwest EL |
| Madisonville | 1 | Madisonville JHS |
| | 1 | Madisonville Grammar EL |
| | 3 | Madisonville HS |
| Malesus | 3 | Malesus EL |
| Manchester | 3 | East Coffee EL |
| | 3 | North Coffee EL |
| Maryville | 1 | Bungalow EL |
| | 3 | Hubbard EL |
| Mason | 1 | Bernard EL |
| | 1 | Mason EL-Middle |
| | 1 | Mason Primary EL |
| Maury City | 1 | Maury City EL-Middle-HS |
| Maynardville | 1 | Big Ridge EL |
| | 1 | Horace Maynard HS |
| | 1 | Maynardville EL |
| McDonald | 1 | McDonald EL |
| McLemoresville | 1 | McLemoresville EL |
| McMinnville | 3 | Biles EL |
| Medina | 1 | Medina EL |
| | 1 | Medina HS |
| Memphis | 1 | Capleville EL |
| | 3 | Woodstock EL |
| | 1 | A.B. Hill EL |
| | 3 | Bellevue JHS |
| | 1 | Bruce EL |
| | 1 | Caldwell EL |
| | 1 | Carnes EL |
| | 1 | Chicago Park EL |
| | 3 | Chickasaw JHS |
| | 3 | Corning EL |
| | 1 | Coro Lake EL |
| | 1 | Cummings EL |
| | 1 | Douglass EL |
| | 1 | Dunbar EL |
| | 3 | Dunn Avenue EL |
| | 1 | Florida Street EL |
| | 3 | Fox Meadows EL |
| | 1 | Georgia Avenue EL |
| | 1 | Grant EL |
| | 1 | Hanley EL |
| | 1 | Hollywood EL |
| | 1 | Humes JHS |
| | 1 | Kansas Street EL |
| | 1 | Klondike EL |
| | 1 | Larose EL |
| | 1 | Lauderdale EL |
| | 1 | Leath EL |
| | 1 | Lester JHS |
| | 3 | Levi EL |
| | 1 | Lincoln EL |
| | 1 | Lincoln JHS |
| | 1 | Locke EL |
| | 3 | Mallory Heights EL |
| | 3 | Manassas HS |
| | 1 | Orleans EL |
| | 1 | Porter JHS |
| | 1 | Riverview EL |
| | 3 | Riverview JHS |
| | 3 | Shannon EL |
| | 1 | Stafford EL |
| | 1 | Vance JHS |
| | 1 | Walker EL |
| | 3 | West Side EL |
| | 1 | Whites Chapel EL |
| Michie | 1 | Michie EL |
| Middleton | 1 | Middleton EL |
| | 1 | Middleton HS |
| Millington | 1 | E. A. Harrold EL |
| Minor Hill | 1 | Minor Hill EL |
| | 1 | Minor Hill JHS |
| Mohawk | 3 | McDonald EL |
| Monroe | 1 | Monroe EL |
| Monteagle | 1 | Monteagle EL |
| Monterey | 1 | Mayland EL |
| | 1 | Uffelman EL |
| Mooresburg | 1 | Mooresburg EL |
| Morris Chapel | 1 | Morris Chapel EL |
| Morristown | 3 | Southern Heights EL |
| | 3 | Hillcrest EL |
| | 1 | Roberts EL |
| | 1 | Sherwood EL |
| | 1 | West EL |
| Moscow | 1 | Moscow EL |
| | 1 | Springhill EL |
| Mosheim | 1 | West Greene EL |
| Moss | 1 | Moss EL |
| | 1 | Union Hill EL |
| Mountain City | 3 | Doe EL |
| | 3 | Neva EL |
| | 3 | Shouns EL |
| Mt. Pleasant | 3 | Mt. Pleasant Intermediate EL |
| | 3 | Mt. Pleasant Primary EL |
| | 1 | Mt. Pleasant HS |
| Mulberry | 1 | Mulberry EL |
| Munford | 1 | Munford EL |
| | 1 | Munford-Ellis Middle |
| | 1 | Munford HS |
| Murfreesboro | 1 | McFadden EL |
| Nashville | 3 | Bailey JHS |
| | 3 | Caldwell EL |
| | 3 | Cockrill EL |
| | 3 | Eakin EL |
| | 3 | Fall-Hamilton EL |
| | 3 | Glenview EL |
| | 3 | Richland EL |
| | 3 | Warner EL |
| Newburn | 1 | Newburn Grammar EL |
| Newcomb | 1 | Newcomb EL |
| New Market | 1 | New Market EL |
| Newport | 1 | Bridgeport EL |
| | 1 | Centerview EL |
| | 1 | Edgemont EL |
| | 1 | Northport EL |
| | 1 | West End EL |
| New Tazewell | 1 | Lakeview EL |
| | 1 | Midway EL |
| Norma | 1 | Norma EL |
| Normandy | 3 | Normandy EL |
| Nunnelly | 3 | Nunnelly EL |
| Oakdale | 3 | Oakdale EL |
| | 3 | Oakdale HS |
| Oakland | 1 | Oakland EL |
| | 1 | Oakland Consolidated EL |
| Obion | 1 | Cloverdale EL |
| | 1 | Obion EL |
| Ocoee | 1 | Ocoee EL |
| Old Fort | 1 | Old Fort Middle |
| Oneida | 1 | Burchfield EL |
| Pall Mall | 1 | Pall Mall EL |
| Palmer | 1 | Palmer EL |
| Parrottsville | 1 | Parrottsville EL |
| | 1 | Parrottsville HS |
| Parsons | 1 | Parsons EL |
| | 1 | Parsons JHS |
| | 1 | Riverside HS |
| Petersburg | 1 | Petersburg EL |
| Petros | 3 | Petros EL |
| Philadelphia | 1 | Philadelphia EL |

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TENNESSEE

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For National Direct Student Loan Cancellation Benefits for the 1972-73, 1973-74, and 1974-75 School Years

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| Location | Code * | School Name |
|---|---|---|
| Pikeville | 1 | Bledsoe Co. HS |
| | 1 | Cecil R. Rigsby EL |
| | 1 | Dill EL |
| | 1 | Mary V. Wheeler EL |
| | 1 | Pikeville EL |
| Pilham | 1 | Pilham EL |
| Pinson | 3 | Pinson EL |
| Pioneer | 1 | Straight Fork EL |
| Pleasant Hill | 1 | Pleasant Hill EL |
| Pleasantville | 3 | Pleasantville EL |
| Prospect | 1 | Prospect EL |
| | 1 | Prospect HS |
| Pulaski | 1 | Beech Hill EL |
| | 1 | Beech Hill HS |
| | 1 | Bodenham EL |
| | 1 | Bodenham HS |
| | 1 | Campbellsville EL |
| | 1 | Campbellsville HS |
| | 1 | Pulaski EL |
| | 1 | Pulaski JHS |
| | 1 | West Hill EL |
| Ramer | 1 | Ramer EL |
| Readyville | 1 | West Side EL |
| Reagan | 1 | Reagan EL |
| Red Boiling Springs | 1 | Hermitage Springs EL |
| | 1 | Hermitage Springs HS |
| | 1 | Red Boiling Springs EL |
| Reliance | 1 | Reliance EL |
| | 1 | Greasy Creek EL |
| Ridgely | 1 | Lara Kendall EL |
| Ridgetop | 1 | Watauga EL |
| Ripley | 1 | Arp EL |
| | 1 | Central EL |
| | 1 | Curve EL |
| | 1 | Ripley Middle Grade EL |
| | 1 | Ripley HS |
| | 1 | Ripley JHS |
| | 1 | Ripley Primary EL |
| Rives | 3 | Rives EL |
| Robbins | 1 | Robbins EL |
| Rockwood | 3 | Pineview EL |
| Rogersville | 1 | Dodson Creek EL |
| | 1 | Keplar EL |
| | 1 | Rock Hill EL |
| | 3 | Hawkins EL |
| | 1 | Lake View EL |
| Roon Mountain | 3 | Cloudland EL |
| | 1 | Cloudland HS |
| Rutherford | 1 | Rutherford EL |
| | 1 | Rutherford HS |
| Rutledge | 1 | Joppa EL |
| | 1 | Rutledge EL |
| | 1 | Rutledge HS |
| Saltillo | 1 | Saltillo EL |
| Santa Fe | 3 | Santa Fe EL |
| | 3 | Santa Fe HS |
| Sardis | 3 | Sardis EL |
| | 3 | Sardis HS |
| Savannah | 1 | Cerro Gordo EL |
| | 1 | Hardin Co. HS |
| | 1 | Nixon EL |
| | 1 | North Savannah EL |
| | 1 | South EL |
| | 1 | Walker EL |
| | 1 | Walnut Grove EL |
| | 1 | White EL |
| Scotts Hill | 1 | Scotts Hill EL, Decatur Co. |
| | 1 | Scotts Hill HS, Decatur Co. |
| | 1 | Scotts Hill EL, Henderson Co. |
| | 1 | Scotts Hill HS, Henderson Co. |
| Selmer | 1 | Selmer EL |
| | 1 | Selmer JHS |
| Selmer Point | 1 | Boma EL |
| Sequatchie | 1 | Sequatchie EL |
| | 1 | Sequatchie HS |
| Sevierville | 1 | Benson EL |
| | 3 | Boyds Creek EL |
| | 1 | Pittman Center EL |
| | 3 | Wearwood EL |
| | 1 | Whites EL |
| Sewanee | 3 | Sewanee EL |
| Sharps Chapel | 1 | Sharps Chapel EL |
| Shawanee | 1 | Shawanee EL |
| Shelbyville | 3 | East Side EL |
| | 3 | Flat Creek EL |
| | 3 | Madison St. EL |
| | 3 | Pleasant Grove EL |
| | 3 | Wheel EL |
| Sherwood | 3 | Sherwood EL |
| Signal Mountain | 1 | Lone Oak EL |
| Smithville | 1 | DeKalb Co. HS |
| | 1 | Smithville Middle |
| | 1 | Smithville EL |
| Sneedville | 1 | Flat Gap EL |
| | 1 | Hancock Central EL |
| | 1 | Hancock HS |
| | 1 | Lawson EL |
| | 1 | Mulberry Gap EL |
| | 1 | Ramseys EL |
| | 1 | Seal Mathis EL |
| | 1 | Vardy EL |
| Somerville | 1 | Central EL |
| | 1 | East Side EL |
| | 1 | Fayette Ware North HS |
| | 1 | Fayette Ware South HS |
| | 1 | Jefferson EL |
| | 1 | Somerville EL |
| South Fulton | 1 | South Fulton EL |
| Sparta | 1 | Don De Croft EL |
| | 1 | Cassville EL |
| | 1 | East Sparta EL |
| | 1 | Findlay EL |
| | 1 | White Co. JHS |
| Speedwell | 1 | Bolinger EL |
| | 1 | Powell Valley EL |
| | 1 | Powell Valley HS |
| | 1 | Claiborne Co. HS |
| | 1 | Bradens EL |
| Spencer | 3 | Mountain View EL |
| | 3 | Pineland EL |
| | 3 | Spencer EL |
| | 3 | Van Buren Co. HS |
| Springfield | 1 | Bransford EL |
| | 1 | Cheatham Park EL |
| | 1 | Krisle EL |
| | 3 | Westside EL |
| Springhill | 1 | Springhill EL |
| | 1 | Springhill HS |
| Stanton | 1 | Douglas EL |
| | 1 | South Hatchie EL |
| Sunbright | 3 | Sunbright EL |
| | 3 | Sunbright HS |
| Sweetwater | 3 | Sweetwater HS |
| Taft | 3 | Blanche HS |
| | 3 | Taft EL |
| Talbott | 3 | Talbott EL |

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TENNESSEE

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| Location | Code * | School Name |
|---|---|---|
| Tazewell | 1 | Cedar Fork EL |
| | 1 | Highland View EL |
| | 1 | Howards Quarter EL |
| | 1 | Mason Bethel EL |
| | 1 | S. M. S. EL |
| | 1 | Sycamore Hall EL |
| | 1 | Alanthus EL |
| Tellico Plains | 1 | Ball Play EL |
| | 1 | Coker Creek EL |
| | 1 | Rural Vale EL |
| | 1 | Tellico Plains EL |
| | 3 | Tellico Plains HS |
| | 1 | Tellico Plains JHS |
| Tennessee Ridge | 3 | Tennessee Ridge EL |
| Thompson Station | 1 | Burwood EL |
| | 1 | Thompson Station EL |
| Tiptonville | 1 | Lake Co. HS |
| | 1 | Margaret Newton EL |
| Toone | 1 | Toone EL |
| Townsend | 3 | Townsend EL |
| | 3 | Townsend HS |
| Tracy City | 1 | Grundy Co. HS |
| | 1 | Plainview EL |
| | 1 | Shook EL |
| Trade | 3 | Trade EL |
| Trenton | 3 | Peabody HS |
| | 1 | Spring Hill EL |
| | 1 | Spring Hill HS |
| | 1 | Trenton East EL |
| | 1 | Trenton West EL |
| Trezevant | 1 | Trezevant EL |
| | 1 | Trezevant HS |
| Trimble | 1 | Trimble EL |
| Troy | 3 | Troy EL |
| Tullahoma | 3 | Jones EL |
| Turtletown | 1 | Turtletown EL |
| Unicoi | 3 | Unicoi EL |
| Union City | 3 | Dixie EL |
| | 1 | Miles Knight Kindergarten |
| Vonore | 1 | Vonore EL |
| | 3 | Vonore HS |
| Walland | 1 | Prospect EL |
| Walling | 1 | Central View EL |
| Wartburg | 3 | Central EL |
| | 3 | Joyner EL |
| Washburn | 1 | Washburn EL |
| | 1 | Washburn HS |
| Watauga | 3 | Range EL |
| Waynesboro | 1 | Wayne Co. HS |
| | 3 | Waynesboro EL |
| | 3 | Waynesboro Intermediate Middle |
| Westmoreland | 1 | Westside EL |
| West Point | 3 | West Point EL |
| Whiteside | 3 | Whiteside EL |
| Whiteville | 1 | Whiteville North Side EL |
| | 1 | Whiteville South Side Middle |
| Whitwell | 1 | Griffith Creek EL |
| Wildersville | 1 | Beaver EL |
| Winchester | 3 | Broadview EL |
| | 3 | Center Grove EL |
| | 3 | Clark Memorial EL |
| | 3 | Franklin Co. HS |
| | 3 | Keith Springs EL |
| | 3 | Mary Sharpe EL |
| | 3 | North JHS |
| | 3 | Winchester Springs EL |
| Winfield | 1 | Winfield EL |
| Woodberry | 1 | East Side EL |
| | 3 | Short Mountain EL |
| | 1 | Woodberry Grammar EL |
| Woodland Mills | 1 | Woodland EL |
| Yorkville | 1 | Yorkville EL |
| | 1 | Yorkville HS |

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[FR Doc.75-17321 Filed 7-9-75;8:45 am]

federal register

THURSDAY, JULY 10, 1975

WASHINGTON, D.C.

Volume 40 ■ Number 133

PART III

# DEPARTMENT OF THE TREASURY

## Fiscal Service, Bureau of Government Financial Operations

■

## CIRCULAR 570; 1975 REVISION

### Surety Companies Acceptable on Federal Bonds

## DEPARTMENT OF THE TREASURY

### Fiscal Service, Bureau of Government Financial Operations

[Dept. Circular 570; 1975 Rev.]

### COMPANIES HOLDING CERTIFICATES OF AUTHORITY AS ACCEPTABLE SURETIES ON FEDERAL BONDS AND AS ACCEPTABLE REINSURING COMPANIES

JULY 1, 1975.

This circular is published annually, as of July 1, solely for the information of Federal bond-approving officers and persons required to give bonds to the United States. Copies of this circular may be obtained from: Audit Staff, Bureau of Government Financial Operations, Treasury Department, Washington, D.C. 20226. Telephone: (202) 964-5284. Interim changes in the circular are published in the FEDERAL REGISTER as they occur.

The following companies, except where otherwise noted, have complied with the law and the regulations of the Treasury Department and are acceptable as sureties on Federal bonds, to the extent and with respect to the localities indicated opposite their respective names.

JOHN K. CARLOCK,
*Fiscal Assistant Secretary.*

COMPANIES HOLDING CERTIFICATES OF AUTHORITY FROM SECRETARY OF THE TREASURY UNDER SECTIONS 6 TO 13 OF TITLE 6 OF THE UNITED STATES CODE AS ACCEPTABLE SURETIES ON FEDERAL BONDS, INCLUDING REINSURANCE [See Note (a)]

| Names of companies and locations of principal executive offices | Underwriting limitations (net limit on any one risk) in thousands of dollars. [See note (b)] | States and other areas in which licensed to transact surety business. [See note (c)] | State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). [See note (d)] |
|---|---|---|---|
| AID Insurance Company (Mutual), Des Moines, Iowa | 3,101 | Ariz., Ark., Cal., Colo., Idaho, Ill., Ind., Iowa, Kans., Minn., Mo., Mont., Nebr., N. Mex., N. Dak., Okla., Oreg., S.Dak., Tex., Utah, Wash., Wis., Wyo. | IOWA--Ariz., Cal., Colo., D.C., Idaho, Ill., Kans., Minn., Nebr., N. Dak., Okla., Oreg., S. Dak., Utah, Wis., Wyo. |
| Accredited Surety and Casualty Company, Inc., Orlando, Florida | 112 | Fla., Ga. | FLA.--D.C. |
| The Aetna Casualty and Surety Company, Hartford, Conn. | 20,514 | All | CONN.--All. |
| Aetna Fire Underwriters Insurance Company, Hartford, Conn. | 761 | All except Ala., C.Z., Guam, Oreg., Puerto Rico, S.C., Virgin Islands. | CONN.--D.C., Md., wPa. |
| Aetna Insurance Company, Hartford, Conn. | 10,012 | All except C.Z., Guam. | CONN.--All except C.Z., Guam, Hawaii, Virgin Islands. |
| Aetna Life and Casualty Company, Hartford, Conn. | 82,276 | Conn. | CONN.--D.C., Mont. |
| Allegheny Mutual Casualty Company, Meadville, Pa. | 86 | Alaska, Fla., Ill., Ind., La., Md., Mich., N.J., Ohio, Pa., Wis. | PA.--D.C., sFla., nIll., Ind., Md., eMich., N.J., Ohio, eVa., eWis. |
| Allied Fidelity Insurance Co., Indianapolis, Ind. | 131 | Ala., Alaska, Ariz., Cal., Colo., Del., Ga., Idaho, Ind., Kans., Ky., La., Mass., Minn., Miss., Mo., Mont., N.Mex., N.Dak., Okla., Oreg., Tenn., Tex., Utah, Wis., Wyo. | IND.--Ariz., Cal., D.C., Kans., eKy., meLa., Mass., Minn., sMiss., Okla., ewTenn., sTex. |
| Allied Insurance Company, Philadelphia, Pa. | 447 | All except Hawaii, La., Puerto Rico, Vt., Virgin Islands. | CAL.--D.C., Tex. |
| Allied Surety Company, Portland, Me. | 41 | Pa. | PA.--D.C. |
| Allstate Insurance Company, Northbrook, Ill. | 65,464 | All except C.Z., Guam, Virgin Islands. | Ill.--cCal., Colo., Conn., D.C., mFla., nGa., sInd., Kans., eMich., sMiss., N.J., eN.Y., wN.C., nOhio, ePa., sTex., wVa., eWis. |
| American Agricultural Insurance Company, Park Ridge, Ill. | 1,751 | Ariz., Colo., Fla., Ga., Idaho, Ill., Ind., Iowa, Mo., N.Mex., N.C., N. Dak., Oreg., Pa., S.C., Tex., Wash., Wis., Wyo. (Reinsurance only in Kans., Mass., N.Y., Va.) | IND.--D.C. |
| American Automobile Insurance Company, San Francisco, Cal. | 7,274 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | MO.--All except C.Z., Guam, Virgin Islands. |

*See footnotes at end of table.

| Names of companies and locations of principal executive offices | Underwriting limitations (net limit on any one risk) in thousands of dollars. [See note (b)] | States and other areas in which licensed to transact surety business. [See note (c)] | State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). [See note (d)] |
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| American Bonding Company, Los Angeles, Cal. | 79 | Alaska, Ariz., Ark., Cal., Colo., D.C., Idaho, Iowa, Kans., Miss., Mo., Mont., Nebr., Nev., N.Mex., Oreg., Utah. | NEBR.--Alaska, Ariz., Ark., nesCal., Colo., D.C., Idaho, Iowa, sMiss, Mo., Mont., Nev., N.Mex., Oreg., Utah, wWash. |
| American Casualty Company of Reading, Pennsylvania, Chicago, Ill. | 3,159 | All except C.Z., Guam, Virgin Islands-------- | PA.--All except Guam, Virgin Islands. |
| American Credit Indemnity Company of New York, Baltimore, Md. | 1,712 | Cal., Colo., Conn., Del., Ill., Ind., Iowa, Me., Md., Mass., Minn., Mo., N.H., N.J., N.Mex., N.Y., N.C., Ohio, Okla., Pa., R.I., Vt., Wash., W. Va. | N.Y.--D.C. |
| The American Druggists' Insurance Company, Cincinnati, Ohio | 173 | Ala., Fla., Ga., Ill., Ind., Iowa, Ky., Md., Mich., Miss., N.Y., N.C., Ohio, Tenn., Tex., Va., W.Va., Wis. | OHIO-D.C. |
| American Economy Insurance Company, Indianapolis, Ind. | 3,470 | All except C.Z., Conn., Guam, Hawaii, Mass., N.J., Puerto Rico, Virgin Islands. | IND.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| American Empire Insurance Company, Watertown, N.Y. | 1,289 | All except Alaska, C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.--Ariz., Cal., Colo., Conn., Del., D.C., eIll., sInd., nIowa, Ky., Me., Md., Mich., Minn., Mont., Nebr., N.H., N.J., N.Mex., N.Dak., nOhio, Pa., R.I., S.Dak., Tenn., Utah, Vt., wWis. |
| American Employers' Insurance Company, Boston, Mass. | 3,665 | All except Guam, Puerto Rico---------- | MASS.-All except Guam. |
| American Fidelity Company, Manchester, N.H. | 418 | Conn., Iowa, Me., Mass., Miss., N.H., R.I., Vt. | VT.--All except C.Z., Guam, Kans., Puerto Rico, Virgin Islands. |
| American Fidelity Fire Insurance Company, Woodbury, N.Y. | 524 | All except Alaska, C.Z., Colo., Guam, Hawaii, Kans., Mo., Nebr., N.H., Virgin Islands. | N.Y.--Ariz., Cal., D.C., nGa., Idaho, nIll., La., Md., Mich., Mont., Nev., N. Mex., Oreg., Puerto Rico, Utah, eVa., Wash., Wis. |
| American Fire and Casualty Company, Hamilton, Ohio | 739 | Ala., Ark., Colo., D.C., Fla., Ga., Kans., Ky., La., Md., Miss., Mo., N.C., Okla., S.C., Tenn., Tex., Va. | FLA.--Ala., Ark., Colo., D.C., Ga., Kans., Ky., La., Md., Miss., Mo., N.C., Okla., S.C., Tenn., Tex., Va. |
| American and Foreign Insurance Company, New York, N.Y. | 793 | All except C.Z., Del., Guam, La., Oreg., Puerto Rico, S.C., Va., Virgin Islands. | N.Y.--D.C., Tex. |
| American General Insurance Company, Houston, Tex. | 16,880 | Mich., Pa., Tex.---------- | Tex.--All except Guam, Puerto Rico, Virgin Islands. |
| American Guarantee and Liability Insurance Company, Chicago, Ill. | 778 | All except Ala., C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. | N.Y.--Alaska, Cal., Conn., D.C., nFla., nsGa., nsIll., nInd., Me., Md., Mass., eMich., Minn., Mo., N.H., N.J., N.Mex., Ohio, Pa., nswTex., Vt. |
| American Home Assurance Company, New York, N.Y. | 2,347 | All except Ark., C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.--D.C. |
| American Indemnity Company, Galveston, Tex. | 545 | Ala., Cal., Colo., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., La., Miss., Mo., Mont., N. Mex., N.C., Ohio, Okla., S.C., Tenn., Tex., Va., Wis., Wyo. | TEX.--All except Alaska, wArk., C.Z., Gaum, Hawaii, wMich., nOkla., Puerto Rico, Virgin Islands, wVa. |
| The American Insurance Company, Principal Office: Newark, N.J. Home Office: San Francisco, Cal. | 14,070 | All except C.Z., Guam, Virgin Islands--------- | N.J.--All except C.Z., Virgin Islands. |
| American International Insurance Company, New York, N.Y. | 284 | All except C.Z., Del., Guam, Hawaii, N.H., Puerto Rico, Virgin Islands. | N.Y.--D.C. |
| American Liberty Insurance Company, Birmingham, Ala. | 166 | All except Alaska, Ariz., Ark., C.Z., Conn., Del., D.C., Guam, Hawaii, Kans., Me., Mass., Mich., Nev., N.H., N.J., N.Mex., N.Dak., Ohio, Oreg., Puerto Rico, R.I., S.C., S.Dak., Vt., Virgin Islands, W.Va., Wis. | ALA.--Cal., Colo., D.C., Fla., Ga., Iowa, Kans., Ky., La., Mass., Minn., Miss., Mo., Nebr., Okla., Tenn., Tex. |
| American Manufacturers Mutual Insurance Company, Long Grove, Ill. | 1,833 | All except C.Z., Guam, Okla., Puerto Rico, Virgin Islands. | ILL.--All except C.Z., Guam, N.Y., Virgin Islands. |
| American Motorists Insurance Company, Long Grove, Ill. | 1,739 | All except Del., Guam, N.H., Virgin Islands-- | Ill.--All except C.Z., Guam, Virgin Islands. |
| American Mutual Liability Insurance Company, Wakefield, Mass. | 1,468 | All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands, Wis. | MASS.--D.C. |
| American National Fire Insurance Company, Los Angeles, Cal. | 548 | All except C.Z., Conn., Guam, La., Me., Mich., N.J., Puerto Rico, S.C., Virgin Islands. | N.Y.--All. |

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| American Re-Insurance Company, New York, N.Y. | 4,111 | All except Guam, Virgin Islands---------- | N.Y.--All except Guam. |
| American States Insurance Company, Indianapolis, Ind. | 8,361 | All except C.Z., Conn., Guam, Mass., N.Y., Puerto Rico, Virgin Islands. | IND.--All except C.Z., Guam, Mass., Puerto Rico, Virgin Islands. |
| Arkwright-Boston Manufacturers Mutual Insurance Company, Waltham, Mass. | 8,888 | Cal., Colo., Conn., D.C., Ill., Ind., Iowa, Md., Mass., Mich., Minn., Mo., Nebr., Nev., N.H., N.J., N.Mex., N.C., Ohio, R.I., Tex., Utah, Vt., Wash., Wyo. | MASS.--D.C. |
| Associated Indemnity Corporation, San Francisco, Cal. | 1,549 | All except C.Z., Guam, Virgin Islands-------- | CAL.--All except C.Z., Guam, Virgin Islands. |
| Atlantic Insurance Company, Dallas, Tex. | 1,123 | All except C.Z., Colo., Conn., Del., Guam, Hawaii, Idaho, Iowa, La., Me., Mass., Nebr., N.H., N.Y., N.Dak., Oreg., Puerto Rico, R.I., Vt., Va. Virgin Islands, Wash., Wis., Wyo. | TEX.--All except Alaska, C.Z., Guam, Hawaii, eN.Y., Puerto Rico, Virgin Islands. |
| Atlantic Mutual Insurance Company, New York, N.Y. | 4,940 | All except Ala., C.Z., Guam, Hawaii, Virgin Islands. | N.Y.--D.C. |
| Auto-Owners Insurance Company, Lansing, Mich. | 8,054 | Ala., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., Mich., Minn., Mo., Nebr., N.C., N.Dak., Ohio, S.C., S.Dak., Tenn., Wis. | MICH.--D.C., nsFla., Ill., Ind., Iowa, Minn., Mo., N. Dak., Ohio, S.Dak. |
| Balboa Insurance Company, Newport Beach, Cal. | 1,807 | All except Ala., Ark., C.Z., Kans., La., Mass., Miss., Nebr., N.H., N.J., N.C., N. Dak., Puerto Rico, R.I., S.C., S.Dak., Tenn., Vt., Va., Virgin Islands, W.Va., Wis. | CAL.--D.C., Nev., wWash. |
| Bankers Multiple Line Insurance Company, Chicago, Ill. | 925 | All except C.Z., Del., Guam, Idaho, Kans., La., Me., Oreg., Puerto Rico, S.C., Tenn., Virgin Islands. | IOWA--D.C. |
| Bankers and Shippers Insurance Company of New York, Burlington, N.C. | 333 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.--mAla., Ariz., Ark., Del., D.C., nFla., nGa., sInd., sIowa, eKy., Me., Mass., Mich., Minn., sMiss., wMo., N.H., N.J., sOhio, wOkla., R.I., S.Dak., nwTex., Wyo. |
| Boston Old Colony Insurance Company, New York, N.Y. | 605 | All except C.Z., Guam---------- | MASS.--Ala., Alaska, Ark., ncCal., Conn., Del., D.C., sFla., Ga., Hawaii, Idaho, Kans., La., Me., Md., Minn., Miss., eMo., Mont., Nebr., N. Mex., wseN.Y., N.C., S.C., Wyo. |
| The Buckeye Union Insurance Company, Columbus, Ohio | 2,794 | D.C., Fla., Ill., Ind., Kans., Ky., Mich., Mo.,N.Y., Ohio, Pa., Va., W.Va. | OHIO--D.C., Ill., Ind., Ky., Mich., Minn., Pa., eTenn., Va., W. Va. |
| The Camden Fire Insurance Association, Philadelphia, Pa. | 4,301 | All except Ark., C.Z., Del., Ga., Guam, Hawaii, Idaho, La., Me., Miss., Mont., Nebr., N.H., Oreg., Puerto Rico, S. Dak., Tenn., Tex., Virgin Islands, Wash. | N.J.--D. C. |
| Capitol Indemnity Corporation, Madison, Wis. | 214 | Ariz., Fla., Idaho, Ill., Ind., Iowa, La., Mich., Minn., Mo., Mont., N. Mex., N.Dak., Okla., S.Dak., Tex., Wis., Wyo. | WIS.--D.C., Fla., nGa., Idaho, Ill., Ind., Iowa, Kans., La., Mich., Minn., wMo., Mont., N.Dak., wOkla., S.Dak. |
| Cascade Insurance Company, Minneapolis, Minn. | 238 | Alaska, Ariz., Cal., Colo., Hawaii, Idaho, Ind., Minn., Mont., Nev., Oreg., Utah, Wash. | WASH.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| Centennial Insurance Company, New York, N.Y. | 1,576 | All except Ala., C.Z., Guam, Virgin Islands. | N.Y.--D.C. |
| The Central National Insurance Company of Omaha, Omaha, Nebr. | 430 | All except C.Z., Guam, Hawaii, N.Y., Virgin Islands. | NEBR.--nAla., Ariz., eArk., ceCal., Conn. Del., D.C., Idaho, sIll., sInd., nIowa, Kans., wKy., eLa., Me., Md., wMich., sMiss., wMo., Nev., N.J., N.Mex., eN.C., nOkla. |
| Century Indemnity Company, Hartford, Conn. | 636 | All except C.Z., Guam, Hawaii, Oreg., Puerto Rico, Virgin Islands. | CONN.--D.C., Md., wPa. |
| The Charter Oak Fire Insurance Company, Hartford, Conn. | 1,678 | All except C.Z., Guam, Virgin Islands---------- | CONN.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| The Cincinnati Insurance Company, Cincinnati, Ohio | 2,376 | Ala., Ariz., Fla., Ga., Ill., Ind., Ky., Mich., N.C., Ohio, Pa., S.C., Tenn., Va., Wis. | OHIO--mAla., D.C., sFla., nGa., sInd., Ky. |

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|---|---|---|---|
| Colonial Surety Company, Philadelphia, Pa. | 212 | Del., N.J., Pa. | PA.--D.C. |
| Commercial Insurance Company of Newark, N.J., New York, N.Y. | 2,500 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.J.--All except Guam. |
| Commercial Union Insurance Company, Boston, Mass. | 14,574 | All except C.Z., Guam | MASS.--All except C.Z., Guam. |
| The Connecticut Indemnity Company, Hartford, Conn. | 698 | All except Alaska, C.Z., Del., Guam, Hawaii, Oreg., Puerto Rico, S.C., Virgin Islands. | CONN.--All except Alaska, esCal., C.Z., Guam, Hawaii, Oreg., Virgin Islands, Wash. |
| Consolidated Insurance Company, Indianapolis, Ind. | 419 | Fla., Ill., Ind., Ky., Mich., Ohio, Wash. Wis. | IND.--D.C., Ill., Ky., Mich., Ohio. |
| Consolidated Mutual Insurance Company, Brooklyn, N.Y. | 923 | All except Ala., Alaska, C.Z., Del., Guam, La. | N.Y.--D.C. |
| Continental Casualty Company, Chicago, Ill. | 6,985 | All except Guam | ILL.--All except C.Z., Guam, Virgin Islands. |
| The Continental Insurance Company, New York, N.Y. | 11,838 | All | N.Y.--All except Guam. |
| Continental Western Insurance Company, Des Moines, Iowa | 784 | Iowa, Kans., Minn., Mo., Nebr., N.Dak., S.Dak., Wis. | IOWA--D.C. |
| Cornhusker Casualty Company, Omaha, Nebr. | 244 | Colo., Iowa, Kans., Nebr., S. Dak. Wyo. | NEBR.--D.C. |
| Cosmopolitan Mutual Insurance Company, New York, N.Y. | 568 | Ala., Cal., Conn., Fla., Ga., Ill., Mass., N.J., N.Y., Pa., R.I., S.C., Vt. | N.Y.--D.C. |
| Cotton States Mutual Insurance Company, Atlanta, Ga. | 633 | Ala., Fla., Ga., N.C. | GA.--Ala., D.C., Fla. |
| Covenant Mutual Insurance Company, Hartford, Conn. | 808 | Cal., Conn., N.H., Oreg., Wash. | CONN.--cesCal., D.C. |
| Cumis Insurance Society, Inc., Madison, Wis. | 727 | All | WIS.--nsAla., Colo., D.C., Fla., Ill., Md., Mich., Nev., Utah. |
| Dependable Insurance Company, Inc., Jacksonville, Fla. | 127 | Ala., Fla., Ga., Md., Mo., N.C., S.C., Va. | FLA.--D.C. |
| Empire Fire and Marine Insurance Company, Omaha, Nebr. | 261 | All except Ark., Cal., C.Z., Conn., Del., D.C., Guam, Ky., La., Mass., Me., Md., N.H., N.J., N.Y., Oreg., Pa., Puerto Rico, R.I., Tenn., Tex., Va., Virgin Islands, W. Va. | NEBR.--D.C. |
| The Employers' Fire Insurance Company, Boston, Mass. | 1,845 | All except C.Z., Guam, Puerto Rico | MASS.--All except C.Z., Guam. |
| Employers Mutual Casualty Company, Des Moines, Iowa | 3,063 | All except Ala., C.Z., Guam, La., Puerto Rico, Virgin Islands. | IOWA--Alaska, Colo., D.C., Ill., Ind., Kans., Md., Minn., Miss., Mo., Nebr., N.C., N.Dak., Ohio, Okla., Oreg., Pa., S.C., S.Dak., Wis. |
| Employers Mutual Liability Insurance Company of Wisconsin, Wausau, Wis. | 8,849 | All except C.Z., Virgin Islands | WIS.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| Employers Reinsurance Corporation, Kansas City, Mo. | 4,945 | Ala., Alaska, Ariz., Ark., Cal., Colo., Conn., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Kans., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., Mont., Nebr., Nev., N.H., N.J., N.Mex., N.Y., N.C., N.Dak., Ohio, Okla., Oreg., Pa., R.I., S.C., S.Dak., Tenn., Tex., Utah, Vt., Wash., W.Va., Wis., Wyo. (Reinsurance only in Hawaii, Puerto Rico; Coinsurance only in Va.) | MO.--All except Guam. |
| Equitable General Insurance Company, Fort Worth, Tex. 1* | 1,193 | All except C.Z., Conn., Del., Guam, Hawaii, Me., Md., Mass., Mich., N.H., N.J., N.Y., Oreg., R.I., S.C., Vt., Virgin Islands, W.Va. | TEX.--Ala., Ariz., Ark., Cal., Colo., D.C., Fla., Ga., Idabo, Ill., Ind., Iowa, Kans., Ky., La., Minn., Miss., Mo., Nebr., Nev., N.Mex., N.Dak., Ohio, Okla., Pa., S.Dak., Tenn., Utah, Va., Wash. |

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|---|---|---|---|
| Farmers Alliance Mutual Insurance Company, McPherson, Kans. | 1,107 | Ark., Colo., Idaho, Ill., Iowa, Kans., Md., Mass., Mich., Minn., Mo., Mont., Nebr., N.H., N.J., N.Mex., N.Y., N.C., N.Dak., Ohio, Okla., S.C., S.Dak., Tex., Vt., Wash., Wyo. | KANS.--Colo., D.C., Mo., Nebr., N.Mex., N.Dak., Okla., S.Dak., Tex. |
| Farmers Elevator Mutual Insurance Company, Des Moines, Iowa | 754 | Colo., Ill., Iowa, Kans., Minn., Mo., Nebr., N. Dak., Okla., S. Dak., Tex., Wyo. | IOWA--Colo., D.C., Ill., Kans., Nebr., Okla., S. Dak. |
| Farmers Home Mutual Insurance Company, Minneapolis, Minn. | 1,211 | Ariz., Cal., Colo., Idaho, Iowa, Minn., Mont., Nev., N.Dak., Oreg., S.Dak., Utah, Wash., Wis. | MINN.--Alaska, Ariz., Cal., D.C., Nev., Utah. |
| Farmers Mutual Hail Insurance Company of Iowa, Des Moines, Iowa | 2,435 | Iowa---------- | IOWA--D.C. |
| Federal Insurance Company, New York, N.Y. | 10,980 | All---------- | N.J.--All. |
| Federated Mutual Insurance Company, Owatonna, Minn. | 3,737 | All except Alaska, C.Z., Del., Guam, Me., Puerto Rico, Virgin Islands. | MINN.--Ala., Ark., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., Miss., Mo., Mont., Nebr., N.C., N. Dak., Okla., S. C., S. Dak., Tenn., Va., W.Va., Wis. |
| The Fidelity and Casualty Company of New York, New York, N.Y. | 4,261 | All except Guam, Virgin Islands---------- | N.Y.--All except Guam, Hawaii, Virgin Islands. |
| Fidelity and Deposit Company of Maryland, Baltimore, Md. | 4,232 | All except Guam---------- | MD.--All except Guam. |
| Financial Indemnity Company, Los Angeles, Cal. | 309 | Ala., Alaska, Ariz., Cal., Colo., Fla., Idaho, Ind., Oreg., Utah, Wash. | CAL.--Ariz., Colo., D.C., wMo., Oreg., wWash. |
| Fireman's Fund Insurance Company, San Francisco, Cal. | 34,280 | All except C.Z.---------- | CAL.--All. |
| Firemen's Insurance Company of Newark, New Jersey, New York, N.Y. | 13,637 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.J.--All except C.Z. |
| First General Insurance Company, Trevose, Pa. | 208 | Ariz., Ark., Cal., Colo., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Ky., La., Md., Miss., Mo., N.J., N.C., Pa., R.I., Tex., Utah, Wash. | GA.--D.C. |
| First Insurance Company of Hawaii, Ltd., Honolulu, Hawaii | 807 | Alaska, Ariz., Cal., Colo., Guam, Hawaii, Ill., Ind., La., Minn., Mo., N.Y., Oreg., Utah, Wash. | HAWAII--D.C. |
| First National Insurance Company of America, Seattle, Wash. | 751 | All except C.Z., Guam, Hawaii, Me., Puerto Rico, Vt., Virgin Islands. | WASH.--All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| First State Insurance Company, Boston, Mass. | 2,806 | Del., Mass.---------- | MASS.--D.C. |
| Fremont Indemnity Company, Los Angeles, Cal. | 292 | Ariz., Cal., N.Mex., Tex. ---------- | CAL.--D.C. |
| General Fire and Casualty Company, Carle Place, N.Y. | 644 | All except C.Z., Puerto Rico.---------- | N.Y.--D.C. |
| General Insurance Company of America, Seattle, Wash. | 3,213 | All---------- | WASH.--All. |
| General Reinsurance Corporation, New York, N.Y. | 14,783 | All except C.Z., Guam, Hawaii, Virgin Islands. | DEL.--All except C.Z., Guam, Virgin Islands. |
| The Glens Falls Insurance Company, New York, N.Y. | 1,599 | All except C.Z., Guam, Virgin Islands------- | N.Y.--D.C. |
| Globe Indemnity Company, New York, N.Y. | 3,357 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.--All except Alaska, Guam, Virgin Islands. |
| Grain Dealers Mutual Insurance Company, Indianapolis, Ind. | 851 | All except Ala., Alaska, C.Z., Conn., Del., D.C., Fla., Guam, Idaho, Me., Md., Mass., Mont., N.H., N.Dak., N.J., Pa., Puerto Rico, R.I., Utah, Vt., Virgin Islands. | IND.--eArk., Colo., D.C., Ill., Iowa, Kans., Nebr., Ohio, wOkla. |
| Granite State Insurance Company, Manchester, N.H. | 419 | All except C.Z., Conn., Del., Guam, Hawaii, Puerto Rico, Virgin Islands. | N.H.--All except Guam, Puerto Rico. |
| Great American Insurance Company, Los Angeles, Cal. | 10,740 | All except C.Z.---------- | N.Y.--All. |
| Great Northern Insurance Company, Minneapolis, Minn. | 560 | Ala., Ariz., Colo., D.C., Ill., Ind., Iowa, Me., Md., Minn., Miss., Mo., Mont., Nebr., Nev., N.Mex., N.Y., N.Dak., R.I., S.Dak., Vt., Wis., Wyo. | MINN.--D.C., nsIll., Iowa, Mo., Mont., N.Dak., S.Dak., Wis. |

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| Greater New York Mutual Insurance Company, New York, N.Y. | 2,993 | Ala., Ariz., Cal., Colo., Conn., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Kans., Ky., Me., Md., Mass., Mich., Minn., Miss., Mo., Mont., Nebr., Nev., N.H., N.J., N.Mex., N.Y., N.C., N.Dak., Ohio, Okla., Pa., Puerto Rico, R.I., S.Dak., Tex., Utah, Vt., Va., Wash., W.Va., Wis., Wyo. | N.Y.--D.C. |
| Gulf American Fire and Casualty Company, Montgomery, Ala. | 247 | Ala., Fla., Ga., La., Miss., S.C., Tenn.---- | ALA.--Alaska, D.C., mnGa., sMiss. |
| Gulf Insurance Company, Dallas, Tex. | 3,852 | All except C.Z., Conn., Del., Guam, Idaho, Puerto Rico, Virgin Islands. | MO.--All except C.Z., Guam, Hawaii, N.J., eN.Y., Puerto Rico, Virgin Islands. |
| Hallmark Insurance Company, Inc., Madison, Wis. | 136 | Ala., Alaska, Ariz., Del., D.C., Ga., Idaho, Ind., La., Mont., N.Mex., N.Dak., Okla., Oreg., Utah, Va., W.Va., Wash., Wis., Wyo. | WIS.--D.C. |
| The Hamilton Mutual Insurance Company of Cincinnati, Ohio, Cincinnati, Ohio | 350 | Ind., Ky., Mich., Ohio---------- | OHIO--D.C. |
| The Hanover Insurance Company, Worcester, Mass. | 3,859 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.H.--nAla., eArk., nCal., Conn., Del., D.C., nmFla., nmGa., Ill., Ind., wKy., eLa., Me., Md., Mich., Mo., N.J., nwsN.Y., Ohio, Pa., R.I., nesTex., eWis. |
| Harleysville Mutual Insurance Company, Harleysville, Pa. | 4,089 | Cal., Colo., Del., D.C., Ga., Ill., Ind., Iowa, Kans., Md., Mich., Minn., Miss., Mo., N.J., N. Mex., N.C., Ohio, Okla., Pa., S.C., Tex., Utah, Va., W. Va. | PA.--D.C. |
| Hartford Accident and Indemnity Company, Hartford, Conn. | 10,459 | All except Guam---------- | CONN--All except Guam, Virgin Islands. |
| Hartford Casualty Insurance Company, Hartford, Conn. | 3,514 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.J.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| Hartford Fire Insurance Company, Hartford, Conn. | 22,831 | All except C.Z.---------- | CONN.--Ariz., Cal., D.C., Guam, Hawaii, La., N.Y., Va. |
| Hawkeye-Security Insurance Company, Des Moines, Iowa | 1,194 | Ariz., Colo., D.C., Idaho, Ill., Ind., Iowa, Kans., Md., Mich., Minn., Mo., Mont., Nebr., Nev., N. Mex., N. Dak., Ohio, Pa., S. Dak., Tex., Utah, Va., Wis., Wyo. | IOWA--Colo., D.C., nsFla., Ill., sInd., Kans., wMich., Mo., Nebr., N. Mex., S. Dak., Wyo. |
| Heritage Insurance Company of America, Lincolnwood, Ill. | 226 | Fla., Ga., Ill., Mo.---------- | ILL.--D.C., eVa. |
| Highlands Insurance Company, Houston, Tex. | 3,516 | All except C.Z., Guam, Virgin Islands. | TEX.--All except nsAla., wArk., esCal., C.Z., Conn., Del., nsFla., msGa., Guam, Hawaii, esIll., nInd., nIowa, Ky., Mass., wMich., nMiss., wMo., Nev., N.H., nweN.Y., N.C., neOkla., mPa., Puerto Rico, R.I., wmTenn., wVa., Virgin Islands, eWash., nW.Va., eWis. |
| Highlands Underwriters Insurance Company, Houston, Tex. | 510 | Ala., Ark., Cal., Fla., La., Miss., S.C., Tex.--- | TEX.--D.C. |
| The Home Indemnity Company, New York, N.Y. | 2,026 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.H.--All except Alaska, cCal., C.Z., Guam, Mass., N.Mex., wsN.Y., sOhio, Oreg., wPa., Puerto Rico, S.C., eTenn., Virgin Islands, eWash. |
| The Home Insurance Company, New York, N.Y. | 11,893 | All---------- | N.H.--All except Alaska, ceCal., C.Z., Del., Guam, Hawaii, nInd., mLa., N.Mex., N.Y., nOhio, Oreg., wPa., Puerto Rico, S.C., Virgin Islands, wWash., wWis. |
| Houston General Insurance Company, Fort Worth, Tex. 2* | 425 | Ala., Ark., Colo., Iowa, Kans., Ky., La., Miss., Mo., N.Mex., N.Dak., Okla., S.C., S.Dak., Tex. | TEX.--D.C. |
| Hudson Insurance Company, New York, N.Y. | 444 | D.C., Iowa, N.Y., Utah (Reinsurance only in Tex.) | N.Y.--D.C. |
| INA Reinsurance Company, Philadelphia, Pa. | 5,353 | All except C.Z., Guam, Ill., Me., Virgin Islands. | DEL.--All except C.Z., Guam, mLa., Mass., ePa., Virgin Islands. |

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| Illinois National Insurance Co., Springfield, Ill. | 699 | Ill., Ind., Iowa, Kans., Ky., Minn., Mo., Nebr., N. Mex., Ohio, Tex. | ILL.—All except, C.Z., Guam, Puerto Rico, Virgin Islands. |
| Imperial Insurance Company, Los Angeles, Cal. | 510 | Ala., Ariz., Ark., Cal., Hawaii, Idaho, Ind., Iowa, La., Minn., Miss., Mo., Mont., Nebr., Nev., N.Mex., N.Y., N.C., N.Dak., Okla., Oreg., S.C., S.Dak., Utah, Va., Wash., Wis., Wyo. | CAL.—Ariz., eArk, D.C., Idaho, Ind., La., Minn., Nebr., Nev., N.Dak., nwOkla., Tenn., Va., wWash. |
| Indiana Insurance Company, Indianapolis, Ind. | 2,544 | Fla., Ill., Ind., Ky., Mich., Ohio, Wash., Wis. | IND.—D.C., Ill., Ky., Mich., Ohio. |
| Indiana Lumbermens Mutual Insurance Company, Indianapolis, Ind. | 728 | Cal., Ca., Ill., Ind., Iowa, Kans., Ky., Mich., Miss., Mo., N.C., Ohio, Okla., Pa., S.C., Tenn., Tex., Wash. | IND.—D.C. |
| Industrial Indemnity Company, San Francisco, Cal. | 2,659 | All except Ala., C.Z., Conn., Puerto Rico, Virgin Islands, W.Va. | CAL.—All except C.Z., nFla., mGa., Cuam, eIll., nIowa, Mass., wMo., esN.Y., eN.C., Puerto Rico, Virgin Islands, W.Va., wWis. |
| Inland Insurance Company, Lincoln, Nebr. | 430 | Colo., Iowa, Kans., Minn., Nebr., N.Dak., Okla., S. Dak., Wyo. | NEBR.—Ariz., Colo., D.C., Ill., Iowa, Kans., Minn., eMo., Mont., N. Mex., N. Dak., Okla., S. Dak., Utah, Wash., Wyo. |
| Insurance Company of North America, Philadelphia, Pa. | 28,723 | All | PA.—All. |
| The Insurance Company of the State of Pennsylvania, New York, N.Y. | 356 | All except Ark., C.Z., Guam, Kans., Puerto Rico, Virgin Islands. | PA.—D.C. |
| Integrity Mntual Insurance Company, Appleton, Wis. | 125 | Iowa, Minn., Wis. | WIS.—D.C., Kans., Minn., wMo., N. Dak. |
| International Fidelity Insurance Company, Newark, N.J. | 103 | Alaska, Ariz., Del., Ill., Mass., Mich., Mo., Nev., N.J., N. Mex., N.Y., Okla., Oreg., Pa., Tex. | N.J.—Ariz., Del., D.C., Ca., nIll., sInd., nIowa, Md., Mass., Minn., Nev., seN.Y., eN.C., N.Dak., nwOkla., Puerto Rico, S. Dak., nwTex., eVa., Wyo. |
| International Insurance Company, Morristown, N.J. | 1,187 | All except C.Z., Del., Guam, Hawaii, La., S. C., Virgin Islands. | ILL.—All except Alaska, C.Z., Conn., Del., Cuam, Me., Md., Mass., N.H., N.J., Ohio, Pa., Puerto Rico, R.I., eTenn., Vt., Virgin Islands, W. Va. |
| International Service Insurance Company, Fort Worth, Tex. | 926 | Alaska, Cal., C.Z., Nebr., N. Mex., Tex. | TEX.—D.C. |
| Investors Insurance Company of America, Teaneck, N.J. | 246 | N.J., N.Y. | N.J.—D.C. |
| Iowa Mutual Insurance Company, DeWitt, Iowa | 1,206 | Colo., Idaho, Ill., Iowa, Kans., Minn., Mo., Mont., Nebr., N.C., N. Dak., Okla., Oreg., S.C., S. Dak., Wash., Wis., Wyo. | IOWA—nAla., Colo., D.C., sIll., Kans., Minn., Mont., Nebr., wN.C., wOkla., Oreg., S. Dak. |
| John Deere Insurance Company, Moline, Ill. | 702 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.—All except Ala., C.Z., Del., Guam, Idaho, Puerto Rico, Virgin Islands, sW. Va. |
| The Kansas Bankers Surety Company, Topeka, Kans. | 97 | Kans., D.C. | KANS.—D.C. |
| Kansas City Fire and Marine Insurance Company, New York, N.Y. | 579 | All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. | MO.—Ala., Alaska, Ark., Colo., D.C., nsFla., Ga., Ill., Iowa, Kans., Minn., Nebr., Okla., S.C., Tex., Va., Wis., Wyo. |
| Lakeland Fire and Casualty Company, Minneapolis, Minn. | 175 | Minn., N. Dak. | MINN.—D.C. |
| Lawyers Surety Corporation, Dallas, Tex. | 190 | Okla., Tex. | TEX.—D.C. |
| Leatherhy Insurance Company, Fullerton, Cal. | 1,992 | All except C.Z., Conn., Cuam, Nebr., Puerto Rico, Tenn., Virgin Islands. | N.Y.—Ariz., Cal., Colo., D.C., msFla., nmCa., Hawaii, Idaho, nInd., Md., sMiss., Mont., Nev., N.J., N.Mex., eN.C., Ohio, Oreg., S.C., Utah, Va., Wash., Wyo. |
| Liberty Mutual Insurance Company, Boston, Mass. | 29,106 | All except Cuam, Virgin Islands | MASS.—All except C.Z., Cuam. |

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| London Guarantee & Accident Company of New York, New York, N.Y. | 688 | All except Alaska, Ariz., C.Z., Conn., Guam, Idaho, Kans., La., N.Dak., Oreg., Puerto Rico, Virgin Islands. | N.Y.--D.C. |
| Lumbermens Mutual Casualty Company, Long Grove, Ill. | 8,238 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | ILL.--All except C.Z., Guam, Virgin Islands. |
| MGIC Indemnity Corporation, Milwaukee, Wis. | 708 | All except Ala.. Ark., C.Z., Guam, Hawaii, Kans., La., Oreg., Puerto Rico, S.C., Virgin Islands, W. Va. | N.Y.--D.C. |
| Maine Bonding and Casualty Company, Portland, Me. | 671 | Me., Mass., N.H., R.I., Vt.---------- | ME.--Conn., D.C., Mass., N.H., R.I., Vt. |
| The Manhattan Fire and Marine Insurance Company, Stamford, Conn. | 677 | All except Alaska, C.Z., Conn., Guam, Kans., Puerto Rico, S.C., Virgin Islands. | N.Y.--D.C. |
| Maryland American General Insurance Company, Houston, Tex. | 1,187 | N. Mex., Tex.---------- | TEX.--D.C., La., N. Mex., Okla. |
| Maryland Casualty Company, Baltimore, Md. | 9,747 | All except Guam---------- | MD.--All except Guam. |
| Massachusetts Bay Insurance Company, Worcester, Mass. | 383 | All except Ala., Alaska, Ariz., Ark., C.Z., Del., Guam, Hawaii, Idaho, Ky., La., Mont., Nev., N. Mex., N. Dak., Oreg., Puerto Rico, S. Dak., Utah, Virgin Islands, W. Va. | MASS.--Colo., D.C., nFla., Ga., Ind., Iowa, Kans., Ky., Me., Md., Mich., N.H., sOhio, Okla., wePa., R.I., S.C., Tenn., Tex., Vt., Wash., Wis., Wyo. |
| The Mercantile and General Reinsurance Company of America, New York, N.Y. 3* | 822 | Ark., Cal., Conn., Del., D.C., Ill., Ind., Iowa., Kans., La., Md., Mass., Mich., Nebr., Nev., N.H., N.J., N.Y., Ohio, Okla., Pa., Tenn., Tex., Utah, W.Va., Wis. | N.Y.--D.C. |
| Merchants Mutual Bonding Company, Des Moines, Iowa | 48 | Ariz., Iowa, Kans., Mont., Nebr., N. Dak., Okla., S. Dak., Tex. | IOWA--D.C., sIll., Nebr., wOkla. |
| Meritplan Insurance Company, Newport Beach, Cal. | 426 | Ariz., Cal., Colo., Ga., Nev., Utah | CAL.--D.C. |
| Michigan Millers Mutual Insurance Company, Lansing, Mich. | 1,850 | All except Ala., Alaska, Ariz., C.Z., Ga., Guam, Hawaii, Idaho, La., Nev., N. Mex., Oreg., Puerto Rico, R.I., Virgin Islands, W.Va., Wyo. | MICH.--eArk., nsCal., Colo., D.C., Ill., Ind., Iowa, Kans., eKy., Minn., Miss., Mo., Mont., Nebr., nwN.Y., N. Dak., Ohio, wOkla., S.Dak., wmTenn., Utah, wWash. |
| Mid-Century Insurance Company, Los Angeles, Cal. | 1,446 | All except Ala., Alaska, C.Z., Conn., Del., D.C., Guam, Hawaii, Ky., La., Me., Md., Mass., Miss., N.H., N.J., N.Y., N.C., Pa., Puerto Rico, R.I., S.C., Tenn., Vt., Va., Virgin Islands, W.Va. | CAL.--Ariz., Ark., Colo., D.C., Idaho, Ill., Ind., Iowa, Kans., Mich., Minn., Mo., Mont., Nebr., Nev., N.Mex., N.Dak., Okla., Oreg., S.Dak., Tex., Utah, Wash., Wis., Wyo. |
| Midland Insurance Company, New York, N.Y. | 1,094 | All except C.Z., Guam, Virgin Islands. | N.Y.--Alaska, D.C., Kans., Nebr., N.J., nOkla., wePa. |
| Mid-States Insurance Company, Chicago, Ill. | 252 | Ala., Ariz., Cal., Colo., Fla., Ga., Idaho, Ill., Ind., Kans., Ky., La., Mich., Minn., Miss., Mo., Nebr., Nev., N.Mex., N.C., Ohio, Okla., S.C., Tenn., Tex., Utah, Va., Wash., Wis. | ILL.--All except sCal., C.Z., Guam, Kans., Mass., nwN.Y., mN.C., eOkla., R.I., S.Dak., sTex., Virgin Islands. |
| Midwestern Casualty & Surety Company, West Des Moines, Iowa | 83 | Iowa---------- | IOWA--D.C. |
| The Millers Casualty Insurance Company of Texas, Fort Worth, Tex. | 233 | Ark., Colo., D.C., Idaho, La., Miss., Mo., Mont., N. Mex., Okla., Oreg., Tex., Wyo. | TEX.--Ark., D.C., Fla., La., Miss., Mo., N. Mex., Okla. |
| The Millers Mutual Fire Insurance Company of Texas, Fort Worth, Tex. | 1,029 | All except Alaska, C.Z., Conn., Del., Guam, Hawaii, Me., Md., Mich., Nev., N.H., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W.Va. | TEX.--All except Ala., Alaska, C.Z., Conn., Del., Guam, Hawaii, Idaho, Me., Md., Nev., N.H., N.C., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, eWash., W. Va., Wyo. |
| Millers' Mutual Insurance Association of Illinois, Alton, Ill. | 2,280 | All except Alaska, Ariz., Cal., C.Z., Conn., Del., D.C., Guam, Hawaii, Idaho, Ky., La., Me., Mass., Nebr., Nev., N.H., N.Mex., Oreg., Puerto Rico, R.I., Utah, Virgin Islands. | ILL.--nmAla., Ark., Colo., D.C., Ind., Iowa, Kans., Minn., Mo., Mont., N.Dak., S.Dak. |
| Millers National Insurance Company, Chicago, Illinois | 505 | All except Alaska, C.Z., Colo., Conn., Del., Guam, Hawaii, Kans., La., Me., Miss., Nev., N.H., Puerto Rico, Vt., Virgin Islands. | ILL.--Ariz., sCal., Colo., D.C., Ind., Iowa, Kans., Ky., Mass., Mich., Minn., Mo., Mont., Nev., N. Mex., N. Dak., R.I., S. Dak., nwsTex., Utah, wWis., Wyo. |

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| Mission Insurance Company, Los Angeles, Cal. | 1,836 | All except Ark., C.Z., Conn., D.C., Guam, Kans., Me., Mass., N.H., N.J., Ohio, Puerto Rico, R.I., Vt., Virgin Islands, W.Va. | CAL.--Ariz., D.C., Idaho, Oreg., wWash. |
| Mohawk Insurance Company, Allentown, Pa. | 272 | All except Ariz., C.Z., Conn., Del., Guam, Hawaii, Mo., N. Mex., Puerto Rico, Virgin Islands, Wyo. | N.Y.--D.C. |
| National Automobile and Casualty Insurance Company, Los Angeles, Cal. | 157 | Alaska, Ariz., Cal., Colo., Hawaii, Idaho, Ill., Ind., Kans., La., Mo., Mont., Nev., N. Mex., Okla., Oreg., Tex., Utah, Wash., Wyo. | CAL.--All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| National-Ben Franklin Insurance Company of Illinois, Chicago, Ill. | 3,176 | D.C., Ill., Ind., Iowa, Ky., Minn., N.Y., N.C., N. Dak., Wis. | ILL.--D.C. |
| National Bonding and Accident Insurance Company, St. Louis, Mo. | 166 | Ala., Alaska, Ariz., Cal., Colo., Del., D.C., Idaho, Ind., Iowa, Kans., La., Minn., Miss., Mo., Mont., N. Mex., N.Y., N. Dak., Oreg., S.C., S. Dak., Tex., Utah, Va., Wash., Wyo. | N.Y.--D.C., eMo. |
| National Fire Insurance Company of Hartford, Chicago, Ill. | 6,324 | All except C.Z., Guam, Virgin Islands-------- | CONN.--All except C.Z., Guam, Nev., Virgin Islands. |
| National Grange Mutual Insurance Company, Keene, N.H. | 3,492 | Conn., Del., D.C., Ill., Ind., Iowa, Me., Md., Mass., Mich., N.H., N.J., N.Y., N.C., Ohio, Pa., R.I., S.C., Tenn., Vt., Va., W.Va., Wis. | N.H.--All except Alsska, C.Z., Guam, Hawaii, Virgin Islands. |
| National Indemnity Company, Omaha, Nebr. | 2,553 | All except C.Z., Guam, Hawaii, Mass., N.J., N.Y., Puerto Rico, Vt., Virgin Islands. | NEBR.--All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| The National Reinsurance Corporation, New York, N.Y. | 1,883 | All except Ala., C.Z., Conn., Fla., Ga., Guam, La., Me., Miss., Mo., N.C., Oreg., Puerto Rico, S.C., S. Dak., Tenn., Va., Virgin Islands. | N.Y.--D.C., sOhio |
| National Standard Insurance Company, Houston, Tex. | 326 | La., N. Mex., Tex.---------- | TEX.--D.C. |
| National Surety Corporation, Chicago, Ill. | 8,406 | All except Puerto Rico, Virgin Islands. | ILL.--All except Guam, mLa., Mass., nOhio, Puerto Rico, nTex., Virgin Islands. |
| National Union Fire Insurance Company of Pittsburgh, Pa., New York, N.Y. | 1,139 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | PA.--All except Alaska, C.Z., Guam, Puerto Rico, Virgin Islands. |
| Nationwide Mutual Insurance Company, Columbus, Ohio | 19,573 | All except C.Z., Guam, Hawaii---------- | OHIO--D.C. |
| New England Reinsurance Corporation, Boston, Mass. | 2,725 | Cal., Conn., Del., D.C., Ga., Idaho, Ill., Ind., Iowa, Ky., Mass., Minn., Miss., Nev., N.J., Ohio, Okla., R.I., (Reinsurance only in Ark., Fla., Kans., N.H., S.C., Tex.) | MASS.--D.C. |
| New Hampshire Insurance Company, Manchester, N.H. | 5,034 | All except C.Z., Guam.---------- | N.H.--All except Guam. |
| New York Underwriters Insurance Company, Hartford, Conn. | 2,062 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.Y.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| Newark Insurance Company, New York, N.Y. | 894 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | N.J.--All except Alaska, nCal., C.Z., Guam, Hawaii, Idaho, Virgin Islands, Wyo. |
| Niagara Fire Insurance Company, New York, N.Y. | 1,280 | All except C.Z., Guam---------- | N.Y.--All except C.Z., Guam. |
| North American Reinsurance Corporation, New York, N.Y. | 5,762 | All except C.Z., Guam, Virgin Islands.-------- | N.Y.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| The North River Insurance Company, Morristown, N.J. | 3,191 | All except C.Z., Guam, Virgin Islands.-------- | N.J.--All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Northeastern Insurance Company of Hartford, Des Moines, Iowa | 1,360 | Cal., Colo., Conn., Ill., Iowa, Kans., N.H., N.J., N.Y., Obio, Tex., W. Va. | CONN.--D. C. |
| The Northern Assurance Company of America, Boston, Mass. | 1,544 | All except C.Z., Guam, Puerto Rico.---------- | MASS.--All except C.Z., Guam, Virgin Islands, sW. Va. |
| Northern Insurance Company of New York, Baltimore, Md. | 1,742 | All except C.Z., Guam, La., Puerto Rico, Virgin Islands. | N.Y.--D.C., Me. |
| Northwestern National Casualty Company, Milwaukee, Wis. | 1,034 | All except Alaska, Ark., C.Z., Conn., Del., Guam, Hawaii, La., Me., Mass., Nev., N.H., N.J., N.Y., N.C., Oreg., Puerto Rico, Utah, Vt., Va., Virgin Islands. | WIS.--nsAla., Ariz., Cal., Colo., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., Md., Mich., Minn., Mo., Mont., Nebr., N. Mex., Ohio, Okla., Pa., R.I., S. Dak., nesTex., Wash., W. Va., Wyo. |

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| Northwestern National Insurance Company of Milwaukee, Wisconsin, Milwaukee, Wis. | 2,667 | All except C.Z., Guam, Virgin Islands-------- | WIS.--All except C.Z., Guam, Virgin Islands. |
| The Ohio Casualty Insurance Company, Hamilton, Ohio | 8,616 | All except C.Z., Guam. | OHIO--All except C.Z., Guam. |
| Ohio Farmers Insurance Company, Westfield Center, Ohio | 3,307 | All except Alaska, C.Z., Conn., Guam, Hawaii, Kans., La., Me., Puerto Rico, Virgin Islands. | OHIO--All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Oklahoma Surety Company, Tulsa, Okla. | 142 | Okla.---------- | OKLA.--D.C. |
| The Omaha Indemnity Company, Omaha, Nebr. | 662 | All except C.Z., Conn., Guam, La., N.H., N.J., Virgin Islands. | WIS.--D.C., Nebr., eVa. |
| Oregon Automobile Insurance Company, Portland, Oreg. | 858 | Cal., Idaho, Nev., Oreg.,Utah, Wash.-------- | OREG.--Cal., D.C., Hawaii., Idaho, Nev., Utah, Wash. |
| Pacific Employers Insurance Company, Los Angeles, Cal. | 1,670 | All---------- | CAL.--Ariz., Conn., Del., D.C., sFla., wKy., Md., Mass., N.Mex., N.Y., Ohio, R.I., wTex., W. Va., Wis. |
| Pacific Indemnity Company, Los Angeles, Cal. | 4,109 | All except C.Z., Guam, Virgin Islands--------- | CAL.--All except Conn., Guam, Me., N.H., Vt., Virgin Islands. |
| Pacific Insurance Company, San Francisco, Cal. | 4,956 | Alaska, Ariz., Ark., Cal., Colo., D.C., Fla., Hawaii, Idaho, Ill., Ind., Iowa, Mich., Mont., Nev., N.J., N.Mex., N.Y., N.C., Okla., Oreg., Tex., Utah., Va., Wash., Wyo. | CAL.--D.C. |
| Pacific Insurance Company, Limited, Honolulu, Hawaii | 1,420 | Guam, Hawaii---------- | HAWAII--D.C. |
| Peerless Insurance Company, Keene, N.H. | 2,031 | All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. | N.H.--All except Guam, Hawaii, Virgin Islands. |
| Pekin Insurance Company, Pekin, Ill. | 229 | Ill., Ind., Iowa---------- | ILL.--D.C., Ind., Iowa. |
| Pennsylvania Manufacturers' Association Insurance Company, Philadelphia, Pa. | 2,840 | Del., D.C., Md., Mass., N.J., N.Y., Ohio, Pa., W.Va. | PA.--Del., D.C., Md., N.J. |
| Pennsylvania Millers Mutual Insurance Company, Wilkes-Barre, Pa. | 1,252 | Ark., D.C., Fla., Ga., Ind., Kans., Ky., Me., Mass., Mo., N.H., N.J., N.Y., N.C., Ohio, Pa., R.I., S.C., Tenn., Vt., Va. | PA.--D.C. |
| Pennsylvania National Mutual Casualty Insurance Company, Harrisburg, Pa. | 2,678 | All except Cal., C.Z., Conn., Guam, Hawaii, Me., Mass., Nev.,N.H., N.Y., N.Dak., Puerto Rico, Virgin Islands, Wyo. | PA.--D.C., Kans., Md., Mo., N.J., N.C., Okla., Tenn., Va. |
| Phoenix Assurance Company of New York, New York, N.Y. | 1,881 | All except C.Z., Guam---------- | N.Y.--All except Alaska, C.Z., Guam, Puerto Rico, Virgin Islands. |
| The Phoenix Insurance Company, Hartford, Conn. | 6,478 | All except C.Z., Guam, Puerto Rico--------- | CONN.--All except C.Z., Guam, Puerto Rico, Virgin Islands. |
| Planet Insurance Company, Philadelphia, Pa. | 575 | All except C.Z., Conn., Guam, Hawaii, Md., Mich., Puerto Rico, Virgin Islands. | WIS.--All except C.Z., Guam, Virgin Islands. |
| Potomac Insurance Company, Philadelphia, Pa. | 9,442 | All except Alaska, Ark., C.Z., Del., Guam, Hawaii, Idaho, Me., Mont., Nev., N.H., N.Dak., Puerto Rico, S.Dak., Vt., Virgin Islands. | PA.--All except Ala., Alaska, Ark., C.Z., Del., Guam, Hawaii, Idaho, Me., Mont., Nev., N.H., N.Dak., Oreg., Puerto Rico, S.Dak., Vt., Virgin Islands. |
| Progressive Casualty Insurance Company, Mayfield Village, Ohio | 1,294 | All except Ariz., C.Z., Conn., Del., D.C., Guam, Hawaii, Ill., Kans., La., Md., Nebr., N.H., N.Y., Pa., Puerto Rico, S.C., Tex., Utah, Va., Virgin Islands, W. Va., Wis. | OHIO--D.C. |
| The Progressive Mutual Insurance Company, Mayfield Village, Ohio | 374 | N.J., Ohio---------- | OHIO--D.C. |
| Protective Insurance Company, Indianapolis, Ind. | 1,307 | All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. | IND.--D.C. |

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| Public Service Mutual Insurance Company, New York, N.Y. | 2,551 | Conn., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Me., Md., Mass., Mich., Minn., N.H., N.J., N.Y., N.C., Pa., R.I., Vt., Va., W. Va., Wis. | N.Y.--D.C., sFla., N.J., ePa., wTex. |
| Puerto Rican-American Insurance Company, San Juan, Puerto Rico | 797 | Puerto Rico, Virgin Islands---------- | PUERTO RICO--D C. |
| The Reinsurance Corporation of New York, New York, N.Y. | 2,294 | All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. (Co-surety only in Fla., Mass., Va.) | N.Y.--D.C. |
| Reliance Insurance Company, Philadelphia, Pa. | 10,791 | All except Guam---------- | PA.--All. |
| Republic Insurance Company, Dallas, Tex. | 3,677 | All except Ala., C.Z., Fla., Guam, Hawaii, Me., Mass., Mont., N.H., N.Dak., R.I., S.Dak., Vt., Virgin Islands. | TEX.--D.C. |
| Reserve Insurance Company, Chicago, Ill. | 887 | All except C.Z., Conn., Guam, N.Y., Puerto Rico. | ILL.--All except C.Z., Conn., Guam, Hawaii, N.Y., Puerto Rico, Virgin Islands. |
| Resolute Insurance Company, Hartford, Conn. | 342 | All except C.Z., Guam., Kans., La., N.Y., Puerto Rico, Virgin Islands. | R.I.--All except wArk., C.Z., mGa., Guam, Hawaii, La., Me., wMich., nMiss., nwN.Y., N.C., Oreg., Puerto Rico, S.C., S.Dak., weTenn., Utah, Vt., wVa., Virgin Islands, nW.Va. wWis. |
| Royal Globe Insurance Company, New York, N.Y. | 3,121 | All except C.Z., D.C., Guam, Puerto Rico, Virgin Islands. | ILL.--D.C., N.C., S.C., Va. |
| Royal Indemnity Company, New York, N.Y. | 3,108 | All---------- | N.Y.--All except Guam, Virgin Islands. |
| S & H Insurance Company, Los Angeles, Cal. 4* | 449 | Cal.---------- | CAL.--D.C. |
| Safeco Insurance Company of America, Seattle, Wash. | 4,446 | All except C.Z., Puerto Rico, Vt.---------- | WASH.--All except C.Z., Puerto Rico, Virgin Islands. |
| Safeguard Insurance Company, New York, N.Y. | 838 | All except C.Z., Del., Guam, Puerto Rico, Virgin Islands. | CONN.--All except C.Z., Guam, nMiss., wOkla., Puerto Rico, Virgin Islands W. Va. |
| St. Paul Fire and Marine Insurance Company, St. Paul, Minn. | 10,232 | All except C.Z., Guam---------- | MINN.--All except Guam. |
| Seaboard Surety Company, New York, N.Y. | 2,632 | All---------- | N.Y.--All. |
| Security Insurance Company of Hartford, Hartford, Conn. | 1,809 | All except C.Z., Guam, Virgin Islands------ | CONN.--All except Alaska, esCal., C.Z., Guam, Hawaii, seIll., sIowa, eTenn., Virgin Islands, eWash., sW. Va. |
| Security Mutual Casualty Company, Chicago, Ill. | 471 | All except Alaska, C.Z., Conn., Guam, Hawaii, Puerto Rico, S.C., Virgin Islands. | ILL.--D.C. |
| Security National Insurance Company, Dallas, Tex. | 465 | Ala., Cal., Colo., Fla., Ga., Ill., Ind., Kans., Ky., Minn., N.Mex., N.Dak., Ohio, Okla., S.Dak., Tex., Wash., Wis., Wyo. | TEX.--All except C.Z., Guam, Mont. |
| Select Insurance Company, Dallas, Tex. | 775 | All except Ariz., C.Z., Conn., Del., Guam, Hawaii, La., Me., Md., Mass., N.H., N.Y., N.Dak., Pa., Puerto Rico, R.I., Tenn., Utah, Va., Virgin Islands. | TEX.--All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Selected Risks Insurance Company, Branchville, N.J. | 1,694 | Del., Md., N.J., Pa., Va., Wash. | N.J.--Del., D.C., Md., Pa., Va. |
| Sentry Indemnity Company, Steyens Point, Wis. | 832 | All except Alaska, C.Z., Conn., Del., D.C., Guam, Hawaii, Kans., Me., Mass., Mich., Nebr., N.H., N.J., N.Y., Pa., Puerto Rico, R.I., Vt., Va., Virgin Islands, W.Va., Wyo. | WIS.--Cal., D.C., msFla., eLa., eVa., wWash. |
| Sentry Insurance a Mutual Company, Steyens Point, Wis. | 6,083 | All except C.Z., Guam, Virgin Islands. | WIS.--Cal., D.C., msFla., nGa., nIll., eLa., Me., Mass., Mich., sN.Y., sTex., wWash. |
| Signal Insurance Company, Los Angeles, Cal. | 355 | Ariz., Cal., Fla., Ga., Iowa, Mont., Nev., N.Mex., N.C., N.Dak., Oreg., Utah, Wash. | CAL.--D.C., Ga., Idaho, Nev., Oreg. |

*See footnotes at end of table.

| Names of companies and locations of principal executive offices | Underwriting limitations (net limit on any one risk) in thousands of dollars. [See note (b)] | States and other areas in which licensed to transact surety business. [See note (c)] | State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). [See note (d)] |
|---|---|---|---|
| Skandia America Reinsurance Corporation, New York, N.Y. 5* | 2,327 | Cal., Ga., Ill., Ind., Iowa, Mich., N.J., N.Y., Ohio, Pa., Utah. (Reinsurance only in D.C., Kans., Okla., Tex., W. Va.). | N.Y.-- |
| South Carolina Insurance Company, Columbia, S.C. | 807 | Ala., Alaska, Ariz., Cal., Colo., D.C., Fla., Ga., Ill., Ind., Iowa., Kans., Ky., Md., Mich., Minn., Miss., Mo., Mont., Nebr., Nev., N. Mex., N.Y., N.C., N.Dak., Ohio, Okla., Pa., R.I., S.C., S.Dak., Tenn., Tex., Utah, Va., Wis. (Reinsurance only in Conn., N.J., W.Va.) | S.C.--nmAla., D.C., Fla., Ga., N.C., Va. |
| The Standard Fire Insurance Company, Hartford, Conn. | 1,900 | All except C.Z., Guam, N.J., Puerto Rico, Virgin Islands. | CONN.--All. |
| State Automobile Mutual Insurance Company, Columbus, Ohio | 3,934 | Ala., Fla., Ga., Ill., Ind., Ky., Md., Mich., Miss., Mo., N.J., N.C., Ohio, Pa., S.C., Tenn., Va., W.Va. | OHIO--Ala., D.C., Fla., Ga., Ky., Md., Mich., Miss., eMo., N.C., Pa., S.C., Tenn., Va., W.Va. |
| State Farm Fire and Casualty Company, Bloomington, Ill. | 22,700 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | ILL.--Ariz., cCal., Colo., D.C., mGa., Md., Minn., nMiss., Mont., N.J., eN.Y., wOkla., mPa., sTex., Utah. |
| State Surety Company, Des Moines, Iowa | 99 | Colo., D.C., Iowa, Kans., Minn., Mo., Mont., Nebr., N.Dak., S. Dak., Wis., Wyo. | IOWA.--eArk., Colo., D.C., sFla., Ill., Kans., eLa., wMich., Minn., sMiss., Mo., Nebr., sN.Y., N.Dak., nOhio, wnOkla., S.Dak. |
| Statesman Insurance Company, Indianapolis, Ind. | 278 | Ala., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., La., Md., Minn., Miss., Mont., N.Mex., N.Dak., Pa., S.Dak., Tenn. | IND.--Ariz., nceCal., Colo., D.C., Ill., nIowa, Kans., La., Minn., Mo., Mont., Nebr., N. Mex., N. Dak., Okla., wmPa., S.Dak., Tex., Wyo. |
| The Stuyvesant Insurance Company, Allentown, Pa. | 250 | All except C.Z., Guam, Virgin Islands-------- | N.Y.--All except Alaska, C.Z., Guam, Hawaii, Virgin Islands. |
| Sun Insurance Company of New York, New York, N.Y. | 813 | All except Ala., Alaska, Ariz., Ark., C.Z., Colo., Fla., Ga., Guam, Hawaii, Idaho, Ind., Kans., Miss., Nebr., Nev., N.C., N.Dak., Puerto Rico, S.C., S.Dak., Utah, Virgin Islands, W.Va. | N.Y.--All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Surety Company of the Pacific, Los Angeles, Cal. | 71 | Cal.---------- | CAL.--D.C. |
| Surety Insurance Company of California, La Habra, Cal. | 59 | Alaska, Cal., Colo., N.Mex., Tex.---------- | CAL.--Alaska, Colo., D.C., N.Mex., Tex. |
| Transamerica Insurance Company, Los Angeles, Cal. | 6,311 | All except Guam---------- | CAL.--All except C.Z., Guam, Virgin Islands. |
| Transcontinental Insurance Company, Chicago, Ill. | 2,136 | All except C.Z., Guam, Hawaii, Virgin Islands | N.Y.--All except C.Z., Guam, Virgin Islands. |
| Transport Indemnity Company, Los Angeles, Cal. | 787 | All except C.Z., Guam, Virgin Islands-------- | CAL.--All except Alaska, C.Z., Guam, eKy., eLa., Nev., nwN.Y., eOkla., Puerto Rico, mTenn., wVa., Virgin Islands, nW.Va. |
| Transportation Insurance Company, Chicago, Ill. | 1,163 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | ILL.--All except C.Z., Guam, wN.Y., Puerto Rico, S.Dak., Virgin Islands. |
| The Travelers Indemnity Company, Hartford, Conn. | 19,577 | All---------- | CONN.--All except Guam. |
| The Travelers Indemnity Company of Rhode Island, Hartford, Conn. | 2,362 | All except C.Z., Guam---------- | R.I.--All except C.Z., Guam, eIll., wMo., Puerto Rico, Virgin Islands. |
| Trinity Universal Insurance Company, Dallas, Tex. | 3,993 | All except Alaska, C.Z., Conn., Del., Guam, Hawaii, Me., Md., Mass., Mont., Nev., N.H., N.J., N.Y., Puerto Rico, R.I., S.C., Tenn., Utah, Vt., Va., Virgin Islands, W.Va. | TEX.--All except Guam. |
| Tri-State Insurance Company, Tulsa, Okla. | 529 | All except Alaska, Cal., C.Z., Conn., Del., D.C., Guam, Hawaii, Me., Md., Mass., Mich., Nev., N.H., N.J., N.Y., N.C., Ohio, Oreg., Pa., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W.Va., Wis. | OKLA.--All except Alaska, Cal., C.Z., Conn., Del., Guam, Hawaii, Me., Md., Mass., Mich., Nev., N.H., N.J., N.Y., N.C., Ohio, Oreg., Pa., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W.Va., Wis. |

*See footnotes at end of table.

| Names of companies and locations of principal executive offices | Underwriting limitations (net limit on any one risk) in thousands of dollars. [See note (b)] | States and other areas in which licensed to transact surety business. [See note (c)] | State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). [See note (d)] |
|---|---|---|---|
| Twin City Fire Insurance Company, Hartford, Conn. | 858 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | MINN.—scCal., Conn., D.C., La., Va. |
| United Fire & Casualty Company, Cedar Rapids, Iowa | 581 | Ariz., Colo., Ill., Ind., Iowa, Minn., Mo., Mont., Nebr., N.Y., N. Dak., S. Dak., Wis., Wyo. | IOWA—D.C., nsIll., Minn., Mo., Nebr., S. Dak., Wis. |
| United Pacific Insurance Company, Philadelphia, Pa. | 4,428 | All except C.Z., Guam, Puerto Rico, Virgin Islands. | WASH.—All except C.Z., Puerto Rico, Virgin Islands. |
| United States Fidelity and Guaranty Company, Baltimore, Md. | 25,081 | All except Guam | MD.—All except Guam. |
| United States Fire Insurance Company, Morristown, N.J. | 7,687 | All except C.Z., Guam. | N.Y.—All except Alaska, C.Z., Guam, Hawaii, Virgin Islands. |
| Universal Surety Company, Lincoln, Nebr. | 243 | Ariz., Colo., Ill., Iowa., Kans., Minn., Mo., Mont., Nebr., N.Mex., N.Dak., Ohio, Okla., S.Dak., Utah, Wash., Wis., Wyo. | NEBR.—Ariz., eArk., Colo., D.C., nIll., Iowa, Kans., Minn., Mo., Mont., N.Mex., N.Dak., nOhio, wOkla., S.Dak., Utah, wWis., Wyo. |
| Utica Mutual Insurance Company, Utica, N.Y. | 2,748 | All except C.Z., Guam, Kans., Virgin Islands. | N.Y.—All excpt Alaska, C.Z., Guam, Hawaii, Me., Puerto Rico, Virgin Islands. |
| Valley Forge Insurance Company, Chicago, Ill. | 1,117 | All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. | PA.—All except Guam, Virgin Islands. |
| Vigilant Insurance Company, New York, N.Y. | 2,163 | Ala.(except official), Ariz., Ark., Cal., Colo., Conn., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Kans., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., Mont., Nebr., Nev., N.H., N.J., N.Mex., N.Y., N.C., N.Dak., Ohio, Okla., Oreg., Pa., R.I., S.C., S.Dak., Tenn., Tex., Utah, Vt., Va., Virgin Islands, Wash., W.Va., Wis., Wyo. | N.Y.—All except Alaska, Guam, Hawaii, Puerto Rico, Virgin Islands. |
| West American Insurance Company, Hamilton, Ohio | 3,282 | All except Alaska, C.Z., Conn., Guam, Hawaii, Me., Mass., Mont., N.H., Puerto Rico, R.I., Vt., Virgin Islands, W.Va. | CAL.—Ala., Colo., D.C., nsFla., Ga., Ill., Ind., Iowa, Kans., Ky., eLa., Md., Mich., Minn., Mo., Nev., N.Mex., N.Dak., Ohio, nOkla., Oreg., Pa., mTenn., Tex., Utah, Va., Wash., Wis., Wyo. |
| Westchester Fire Insurance Company, Morristown, N.J. | 3,212 | All except C.Z., Guam, Virgin Islands. | N.Y.—All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| The Western Casualty and Surety Company, Fort Scott, Kans. | 7,303 | All except C.Z., Conn., Guam, Hawaii, Me., Mass., N.H., N.Y., Puerto Rico, Vt., Va., Virgin Islands. | KANS.—All except Guam, Puerto Rico, Virgin Islands. |
| The Western Fire Insurance Company, Fort Scott, Kans. | 4,779 | All except C.Z., Conn., Del., D.C., Ga., Guam, Hawaii, Idaho, La., Me., Md., Mass., Mont., N.H., N.J., Oreg., Puerto Rico, S.C., Tex., Vt., Va., Virgin Islands, W.Va. | Kans.—All except Guam, Puerto Rico, Virgin Islands. |
| Western Surety Company, Sioux Falls, S. Dak. | 1,681 | All except Alaska, C.Z., Guam, Hawaii, N.Y., Puerto Rico, Virgin Islands. | S.DAK.—All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Westfield Insurance Company, Westfield Center, Ohio | 1,358 | All except Ala., Alaska, Ark., C.Z., Conn., Fla., Ga., Guam, Hawaii, La., Me., Miss., Mo., N.H., N.Mex., Puerto Rico, Virgin Islands. | OHIO—All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. |
| Wilshire Insurance Company, Los Angeles, Cal. | 293 | Ariz., Cal., Colo., Hawaii, Idaho, Iowa, Mont., Nev., N.Mex., Oreg., S.Dak., Utah, Wash. | CAL.—D.C., Idaho, Mont., N.Mex., Oreg., wWash. |
| Wolverine Insurance Company, Battle Creek, Mich. | 2,579 | Ark., Cal., Ga., Ill., Ind., Iowa, Kans., Mich., Minn., Nebr., N. Mex., N.Dak., Ohio, Pa., S.Dak., Vt., W. Va., Wyo. | MICH.—D.C., Ga., Ill., Ind., Iowa, Minn., Ohio, S.Dak. |

*See footnotes at end of table.

COMPANIES HOLDINC CERTIFICATES OF AUTHORITY FROM THE SECRETARY OF THE TREASURY AS ACCEPTABLE REINSURING COMPANIES UNDER TREASURY CIRCULAR NO. 297, REVISED FEBRUARY 10, 1975 [See Note (a)]

| Names of companies | Underwriting limitations (net limit on any one risk) in thousands of dollars. [See note (b)] | Judicial districts in which process agents have been appointed |
|---|---|---|
| Accident and Casualty Insurance Company of Winterthur, Switzerland (U.S. Office, New York, N.Y.) | 1,172 | D.C. |
| Alliance Assurance Company, Limited, London, England (U.S. Office, New York, N.Y.) | 344 | D.C. |
| Constellation Reinsurance Company, New York, N.Y. | 1,764 | D.C. |
| General Accident Fire and Life Assurance Corporation, Limited, Perth, Scotland (U.S. Office, Philadelphia, Pa.) | 20,650 | D.C. |
| The London Assurance, London, England (U.S. Office, New York, N.Y.) | 648 | D.C. |
| The London & Lancashire Insurance Company, Limited, London, England (U.S. Office, New York, N.Y.) | 530 | D.C. |
| Metropolitan Fire Assurance Company, Hartford, Conn. | 475 | D.C. |
| Munich Reinsurance Company, Munich, Germany (U.S. Office, New York, N.Y.) | 1,864 | D.C. |
| The Netherlands Insurance Company, Est. 1845, The Hague, Holland (U.S. Office, Keene, N.H.) | 486 | D.C. |
| Rochdale Insurance Company, New York, N.Y. | 270 | D.C. |
| Royal Insurance Company, Limited, Liverpool, England (U.S. Office, New York, N.Y.) | 1,588 | D.C. |
| The Sea Insurance Company, Limited, Liverpool, England (U.S. Office, New York, N.Y.) | 479 | D.C. |
| Sun Insurance Office, Limited, London, England (U.S. Office, New York, N.Y.) | 787 | D.C. |
| Swiss Reinsurance Company, Zurich, Switzerland (U.S. Office, New York, N.Y.) | 2,194 | D.C. |
| Zurich Insurance Company, Zurich, Switzerland (U.S. Office, Chicago, Ill.) | 3,846 | D.C. |

FOOTNOTES

1/ Houston General Insurance Company, Fort Worth, Tex. -- changed its name to Equitable General Insurance Company

2/ Traders & General Insurance Company, Fort Worth, Tex. -- changed its name to Houston General Insurance Company

3/ The Prudential Insurance Company of Creat Britain Located in New York, New York, N.Y. -- changed its name to The Mercantile and General Reinsurance Company of America (see Federal Register of May 19, 1975, pg. 21744)

4/ Martin Insurance Company, Los Angeles, Cal. -- changed its name to S & H Insurance Company (see Federal Register of April 24, 1975, pg. 18008)

5/ The Skandia Insurance Company, Stockholm, Sweden (U.S. Office, New York, N.Y.) -- domesticated and is now known as Skandia America Reinsurance Corporation (see Federal Register of November 19, 1974, pg. 40592)

NOTES

(a) All certificates of authority expire June 30, and are renewable July 1, annually. Companies holding certificates of authority as acceptable sureties on Federal bonds are also acceptable as reinsuring companies.

(b) Figures are given in thousands of dollars: last "ooo" omitted. Treasury requirements do not limit the penal sum of bonds which surety companies may execute. The net retention, however, cannot exceed the underwriting limitation, and excess risks must be protected by coinsurance, reinsurance, or other methods in accordance with Treasury Circular 297, Revised February 10, 1975 (31 CFR § 223.10, § 223.11). When excess risks on bonds in favor of the United States are protected by reinsurance, such reinsurance is to be effected by use of a Treasury reinsurance form to be filed with the bond or within 45 days thereafter. Risks in excess of limit fixed herein must be reported for quarter in which they are executed. In protecting such excess, the rating in force on the date of the execution of the risk will govern absolutely. This limit applies until a new rating is established by the Treasury Department.

(c) A surety company must be licensed in the State or other area in which it executes (signs) a bond, but need not be licensed in the State or other area in which the principal resides or where the contract is to be performed [28 Op. Atty. Cen. 127, Dec. 24, 1909; 31 CFR § 223.5(b)]. The term "other areas" includes the Canal Zone, District of Columbia, Guam, Puerto Rico, and the Virgin Islands.

(d) State or other area in which company is incorporated shown in capitals. Process agents are required in the following districts: Where principal resides; where obligation is to be performed; and in the District of Columbia where the bond is returnable or filed. No process agent is required in the State or other area wherein the company is incorporated (31 CFR §224.2). Letters "n, s, e, m, c, and w" preceding names of States indicate respectively the Northern, Southern, Eastern, Middle, Central, and Western judicial districts of States indicated. If letters do not precede names of States, process agents have been appointed in all judicial districts of such States.

[FR Doc.75-17664 Filed 7-9-75;8:45 am]

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